

**UNITARY PLAN UPDATE REQUEST MEMORANDUM**

**TO** Celia Davison – Manager, Planning - Central South

**FROM** Nicholas Lau – Senior Policy Planner, Planning - Central South,



**DATE** 20 October 2023

**SUBJECT** **Removal of Designation 1662 from the Auckland Unitary Plan (AUP) Operative in part (15 November 2016)**



This memorandum requests an update to Auckland Unitary Plan Operative in part

<b>Reason for update – Removal of designation under s182 of the Resource Management Act 1991</b>	
<b>Chapter</b>	AUP(OIP) GIS viewer – Unitary Plan layer - Designations <b>Chapter K – Schedules and designations – Auckland Transport</b>
<b>Section</b>	Schedules and Designations – Auckland Transport AUP(OIP) GIS Viewer
<b>Designation only</b>	
<b>Designation #1662</b>	<b>1662 – Car Park – Auckland Transport</b>
<b>Locations:</b>	3 Kings Road, Panmure
<b>Lapse Date</b>	Given effect to (i.e. no lapse date)
<b>Purpose</b>	Car park
<b>Changes to text (shown in underline and strikethrough)</b>	Removal of designation from Chapter K
<b>Changes to diagrams</b>	N/A
<b>Changes to spatial data</b>	Removal of Designation 1662 from AUP GIS viewer – Unitary Plan Layer – Designations
<b>Attachments</b>	Attachment 1: Notice of Removal to Auckland Council Attachment 2: Section 182 Report Attachment 3: Correction to text (Strikethrough) Attachment 4: Updated text (Clean) Attachment 5: Updated GIS Viewer

<b>Prepared by:</b> Nicholas Lau Senior Policy Planner, Planning – Central South	<b>Text Entered by:</b> Maninder Kaur-Mehta Planning Technician Plans and Places
<b>Signature:</b> 	<b>Signature:</b> 
<b>Maps prepared by:</b> Rachel Joseph Geospatial Specialist Plans Geospatial	<b>Reviewed and Signed off by:</b> Celia Davison Manager, Planning - Central South

Signature:

A handwritten signature in black ink, appearing to be 'R Joseph', written over a horizontal line.

Signature:

A handwritten signature in black ink, appearing to be 'M Dendale', written over a horizontal line.

(signed by Marc Dendale on behalf of Celia Davison who is currently on leave)


# **Attachment 1: Notice of Removal to Auckland Council**

## NOTICE OF REMOVAL OF DESIGNATION UNDER SECTION 182 OF THE RESOURCE MANAGEMENT ACT 1991

**To** Auckland Council  
Private Bag 92300  
Auckland 1142  
Attn: Celia Davison, Manager Planning – Central/South – Plans & Places

Via email: [celia.davison@aucklandcouncil.govt.nz](mailto:celia.davison@aucklandcouncil.govt.nz)

Auckland Transport gives notice that it no longer requires the following designation:

<b>Designation Number:</b>	1662
<b>District Plan</b>	Auckland Unitary Plan (Operative in Part) 2016
<b>Requiring Authority:</b>	Auckland Transport
<b>Location:</b>	3 Kings Road, Panmure
<b>Figure (blue):</b>	
<b>Underlying Zoning:</b>	Residential – Mixed Housing Urban Zone
<b>Purpose</b>	Council Car Park

Auckland Transport requests Auckland Council amend the Auckland Unitary Plan (Operative in Part) 2016 accordingly as required by Section 182 of the Resource Management Act 1991.

Yours faithfully,

  
**Jane Small**

**Group Manager Strategic Programmes and Property**

# **Attachment 2: Section 182 Report**

# Removal of a designation under section 182 of the Resource Management Act 1991



**To:** Marc Dendale, Team Leader Planning - Central South, Plans and Places

**From:** Nicholas Lau, Senior Policy Planner - Central South, Plans and Places

**Date:** 20 October 2023

**Subject:**

Removal of Designation 1662 Car Park – 3 Kings Road, Panmure in the Auckland Unitary Plan

## Summary

Auckland Council has received a request from Auckland Transport under section 182 of the Resource Management Act 1991 (RMA), to remove in full Designation 1662 Car Park.

A section 182(1) request is required to uplift the existing designation in full, from land which has been deemed surplus by Auckland Transport.

Auckland Council, as the territorial authority, is required to amend its district plan, without using the process in Schedule 1, as soon as reasonably practicable after receiving a Section 182 request unless it considers that the effect of the removal of part of the designation on the remaining designation is more than minor.

It is recommended that the removal be accepted.

## Recommendation

1. That the section 182 request from Auckland Transport for the removal of Designation 1662 Car Park in the Auckland Unitary Plan be **accepted** for the following reasons:
  - The owner of the land subject to the designation has requested that Auckland Transport remove the designation; and
  - The original purpose of the designation has been fulfilled.
2. That Designation 1662 Car Park be removed, as soon as reasonably practicable, in the Designation overlay and Chapter K Designations in the Auckland Unitary Plan.

## 1. Description

### 1.1. References

<b>Designation number:</b>	1662 Car Park
<b>Lodgement date:</b>	8 September 2023
<b>Requiring authority:</b>	Auckland Transport
<b>Reporting officer:</b>	Nicholas Lau
<b>Site address:</b>	3 Kings Road, Panmure LOT 2 DP 120243
<b>UP Zoning:</b>	Residential – Mixed Housing Urban Zone

## 2.0 Background

### 2.1 Details of designation

The purpose of Designation 1662 (Car Park – Kings Road) is for Council car park. Designation 1662 is a rollover designation (Designation F15-35, Auckland Council District Plan (Isthmus Section) 1999).

### 2.2 Land affected by removal

The designation is currently shown in the AUP maps as follows:

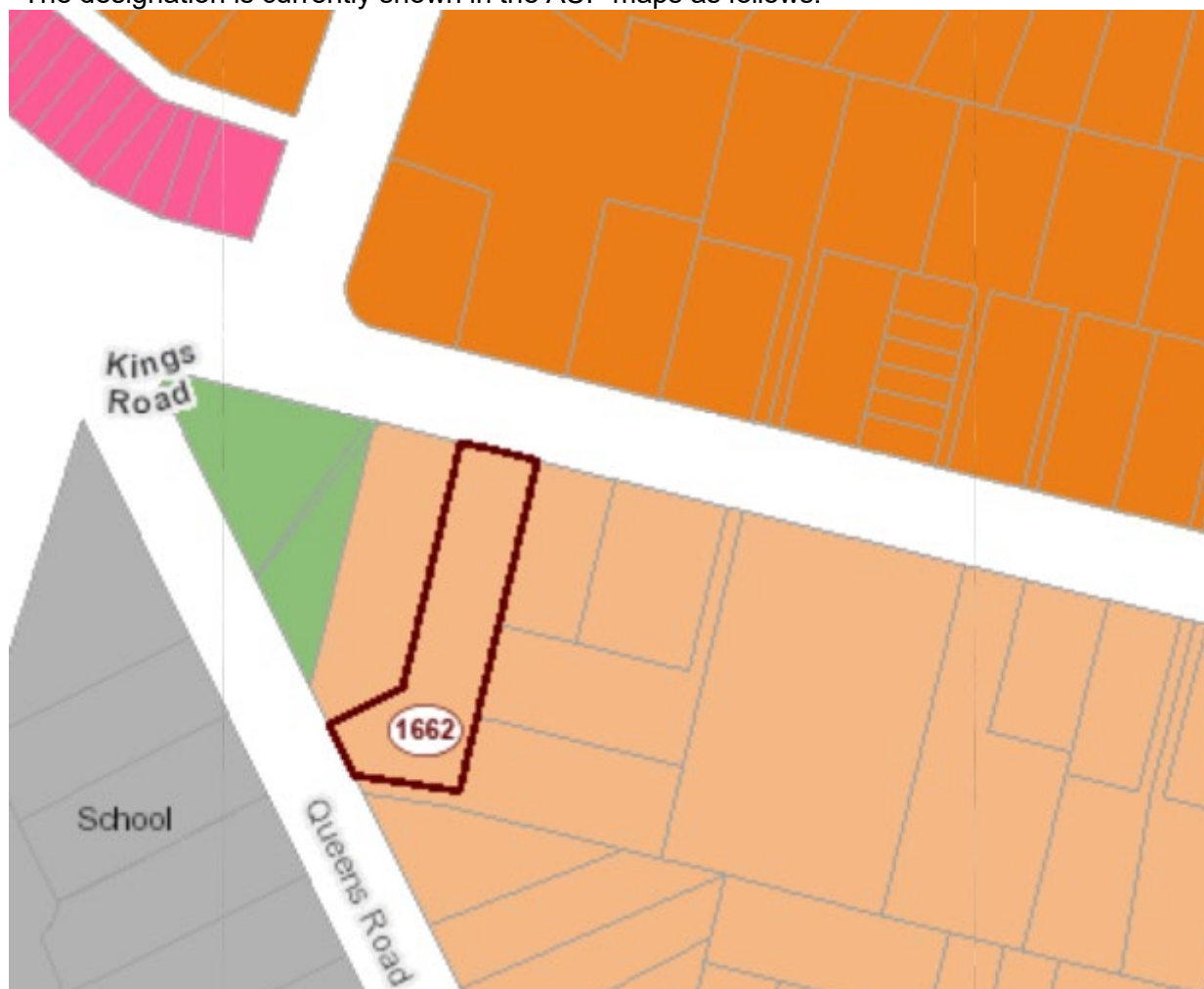


Figure 1: Designation and underlying zoning (Residential – Mixed Housing Urban Zone) of site



Figure 2 – Aerial photograph of designation site

The site is also subject to:

- Overlays
  - Natural Heritage: Regionally Significant Volcanic Viewshafts And Height Sensitive Areas Overlay - W26, Mount Wellington, Viewshafts
- Controls
  - Macroinvertebrate Community Index – Urban
- Designations
  - 1102 - Protection of aeronautical functions - obstacle limitation surfaces, Auckland International Airport Ltd

### 2.3 Delegated authority to consider alterations to designations

The Team Leader Planning – Central South (Plans and Places Tier 5) has delegated authority, in accordance with Schedule 2A of the Auckland Council Delegations: Chief Executive Officer (updated September 2023), to exercise the Council’s functions, powers, duties and discretions under the Resource Management Act 1991 in relation to Section 182 to approve a removal of a designation.

### 2.4 Relevant Statutory Provisions

Section 182 of the RMA allows a requiring authority to remove a designation or part of a designation if it no longer wants it. This section also applies to a notice by a territorial authority, to withdraw its own designation or part of a designation within its own district.





Section 182(2) states that as soon as reasonably practicable the territorial authority shall, without using the process in Schedule 1, amend its district plan accordingly. If the territorial authority considers that the effect of the removal of part of a designation on the remaining designation is more than minor, it may, within 20 working days of receipt of a section 182 notice, decline to remove that part of the designation.

It is considered that Auckland Transport has provided sufficient justification for the removal of Designation 1662 Car Park as the original purpose of the designation has been fulfilled.

### 3.0 Recommendation

That pursuant to Section 182 of the Resource Management Act 1991 that the removal of Designation 1662 Car Park be **accepted** and the Auckland Unitary Plan Operative in part designation overlay and text in Chapter K Designations be amended accordingly.

<b>Prepared by:</b> Nicholas Lau Senior Policy Planner Planning - Central South	<b>Accepted:</b> Marc Dendale Team Leader Planning - Central South
<b>Signature:</b> 	<b>Signature:</b> 

Date: 24 October 2023

### **SCHEDULE OF ATTACHMENTS:**

**Attachment A:** Auckland Transport s182 Notice of Removal

**Attachment 3: Correction to text  
(Strikethrough)**

## Designation Schedule - Auckland Transport (2/3)

### Central

Number	Description	Location
1550	Car park	73-83 Customs Street West, Auckland
1551	Car park	22-28 Beresford Square, Auckland Central
1552	Withdrawn	
1553	Car park	20 Upper Queen Street, Auckland Central
1554	Car park	52-56 High Street, Auckland Central
1555	Car park	299 Queen Street, Auckland Central
1556	Transport Centre (Britomart Station)	12 Queen Street to Britomart Place, Auckland Central
1557	Public off-street parking ...	72 Fanshawe Street, Central Auckland
1558	Building line for road widening purposes	The Strand, Parnell
1559	Public off-street parking ...	23 Graham Street, Central Auckland
1560	Building line for road widening purposes	110 Nelson Street, 217-223 Hobson Street and 54, 86-88 Cook Street, Auckland Central
1562	Building line for road widening purposes	75 Queen Street (near Customs Street), Auckland Central
1564	Road widening	86 Federal Street, 68 Victoria Street West, and 99, 109-125 Albert Street, Auckland Central
1565	Proposed pedestrian mall	128-130 Hardinge Street, Central Auckland
1567	Proposed building line for road widening purposes	34-38 Greys Avenue, Central Auckland
1568	Public off-street parking ...	109-111 Onehunga Mall, Onehunga
1571	Building line for road widening purpose	101-107 Beaumont Street, Auckland Central
1572	Public open space / road.	2 Westhaven Drive, Auckland Central

1573	Public open space / road.	109 Fanshawe Street, Auckland Central
1574	Construction, operation and maintenance of a new road link and associated wetland and improvements to the existing Glenvar Road.	Glenvar Ridge Road, Long Bay
1575	Withdrawn	
1576	Council car park and proposed reserve	11-15 Dedwood Terrace and 1 Jervois Road, St Marys Bay
1577	Council car park	16 Redmond Street, Ponsonby
1578	Council car park	5-7 Margaret Street. Ponsonby
1579	Council car park	2 Pompallier Terrace, Ponsonby
1583	Building line for road widening	86-98 Patiki Road, Avondale
1584	Building line for road widening	37-41 and 55-91 Patiki Road, Avondale
1585	Building line for road widening	1-15 Meola Road, Pt Chevalier
1587	Building line for road widening	21 Newton Road and 582 Karangahape Road, Newton
1588	Building line for road widening	204-234 Great North Road, Newton
1589	Building line for road widening	150 Great North Road, Newton
1590	Building line for road widening	12-18 Monmouth Street, Newton
1591	Building line for road widening	204-234 Great North Road, Newton
1592	Building line for road widening	1, 21-63, 81, 2-48, 60-74 New North Road and 1-13, 21-27A, 29-35 Mount Eden Road
1593	Building line for corner cut off	99-107 Khyber Pass Road, Newton
1594	Building line for road widening	46-50, 54 and 68 Upper Queen Street and 62 Randolph Street, Newton
1595	Council car park	226/228 Symonds Street, Newton
1596	Council car park	3 Burleigh Street

1599	Building line for road widening	11-13 and 19-33 Falcon Street and 2 Akaroa Street, Parnell
1601	Council car park	112 Parnell Road, 1 Bath Street, Garfield Street, Parnell
1602	Council car park	32 St. Heliers Bay Road, St Heliers
1603	Building line for road widening	9-19 and 29 Patiki Road and 257-315, 367-489, 533-563, 597-653, 667, 699-705, 713-767, 658-660, 670-718 Rosebank Road, and 2-6 Eastdale Road, Avondale
1604	Building line for road widening	1404 Great North Rd, Pt Chevalier
1605	Council car park	16 Huia Road, Pt Chevalier
1606	Council car park	1-9 Parr Road (North), Pt Chevalier
1609	Building line for road widening	322-336, 388, 390-394, 400-432, 574-628, 756-764, 383-399, 445-455, 597-621, 869-911 New North Road, 2 New Bond Street and 2 Western Springs Road
1610	Council car park	820 Great North Road, Western Springs
1611	Road widening	240-242, 250-256 Balmoral Road and 43, 87-89, 81-85 St Lukes Road and 107 Taylors Road, St Lukes
1612	Council car park	2 Walters Road, Mt Eden
1613	Council car park	430-432 New North Road, Kingsland
1614	Passenger transport route	135, 161, 174, 178, 191-217, 312-328, 336-346, 371, 389-409, 400-412, 422-458, 486, 494, 506, 635-641, 655, 666-672, 669-673, 692, 825, 863, 905, 913-917, 921, 926-946A, 929-931, 935-941, 968-972, 1037-1043, 1047, 1055, 1057A, 1059, 1067, 1079-1079A, 1087-1099, 1196-1198, 1202, 1208, 1212-1216, 1230, 1244, 1288, 1292-1300, 1302-1304, 1308-1308A, 1312, 1318-1326 and 1330-1340 Dominion Road, 33A-35 Brentwood Avenue, 386-388 Mount Albert Road, 2 Onslow Road, 1A Invermay Avenue, 14 Quest Terrace and 41 Denbigh Avenue
1615	Building line for road widening	60 and 64 Sandringham Road and 57-59 Walters

		Road, Sandringham
1616	Building line for road widening	14-18 22, 26, 44-56, 43-81, 90, 94-96 Mt Eden Road and 2,3 Enfield Street, Mt Eden
1617	Building line for road widening	1 Gillies Avenue, Newmarket
1618	Building line for road widening	Between Nos. 2 and 350 Great South Road (north side), Epsom
1619	Building line for road widening	1-21, 2-236, 69-105, 242-248, 254-262, 272-280, 286-294, 300-350, 421-485, 495-525, 535-555 and 575 Great South Road, 2-8 Manukau Road, 1,2 and 21 Otahuri Crescent, 1 Sunnyvale Road and 1 Mapau Road, Greenlane
1620	Proposed Eastern Transport Corridor	Starts at Orakei Point carries on to Meadowbank, Glen Innes and Panmure (some underground)
1621	Building line for road widening	2-4 Woodward Street and 1081 New North Road , Waterview
1622	Council car park	984 New North Road, Mt Albert
1623	Council car park	867c New North Road, Mt Albert
1624	Building line for road widening	756-764 New North Road
1625	Council car park	12 Kitchener Road, Sandringham
1626	Building line for road widening	34-36, 88-102, 104B, 108, 122-126, 132-138, 142-156, 218-230 Balmoral Road and 15 Douglas Road, Balmoral
1627	Building line for road widening	59 The Drive, Epsom
1628	Council car park	4-8 Essex Road, Mt Eden
1629	Council car park	132 Green Lane West
1630	Council car park	6 Clonbern Road, Remuera
1631	Council car park	539 Remuera Road, Remuera
1633	Withdrawn	
1634	Council car park	Stratton Lane, Glen Innes

1636	Council car park	59 Rosebank Road, Avondale
1638	Building line for road widening	7 Tiverton Road, Blockhouse Bay
1639	Building line for road widening	2-14 Owairaka Avenue and 1-1A Tyburnia Avenue, Hillsborough
1640	Building line for road widening	210-220 Richardson and 192-220 Stoddard Road, Hillsborough
1641	Council car park	219 Stoddard Road, Mt Roskill
1642	Building line for road widening	179 Mt Albert Road, 167-169 Mt Albert Road and 3 Owiraka Avenue
1643	Building line for road widening	181-245, 251, 259-335, 334A-340A, 346-352, 349-357, 356-368, 371A-457, 386-446, 448-536, 459A-649, 546-560, 590-620, 636, 644-650, 653-663, 660A, 664-668, 669-673, 670-684, 679-681, 688-698, 693-699, 707-711 and 717-725 Mt Albert Road, 685 Sandringham Road Extension, 1-1A May Road, 8-12 Mount Roskill Road, 1001, 1288C Dominion Road, 30 Erson Avenue, 18-18A Jasper Avenue, 1 and 2 Scout Avenue, 944 Mount Eden Road, 282 St. Andrews Road, 111 Pah Road and 704-717 Manukau Road
1644	Building line for road widening	250-252, 256 Mt Albert Road and 692 Sandringham Road, Sandringham
1645	Council car park	360-366 Mt Albert Road, Mt Roskill
1646	Building line for road widening	955-981 Mt Eden Road, Three Kings
1647	Building line for road widening	682-710, 726-740 Great South Road, east side, Penrose
1648	Building line for road widening	1 Robert Street, Ellerslie
1649	Building line for corner cut off	41 Robert Street, Ellerslie
1650	Council car park	179- 181 Ladies Mile
1651	Council car park	132 Main Highway and 6 Arthur St Ellerslie
1652	Building line for corner cut off	141 Ladies Mile Ellerslie

1653	Building line for road widening	193-205 Main Highway south side and 2 Cawley Street, Ellerslie
1654	Building line for corner cut off	24 Wilkinson Road
1655	Building line for road widening	341-357, 387-393, 406-424, 421-439, 456-470, 459 and 535 Ellerslie Panmure Highway, 1-1A Ferndale Road, 1 Barrack Road and 1 Harding Avenue
1656	Building line for road widening	7-27, 16-34 Lagoon Drive and 7-17 Queens Road, Panmure
1657	Building line for road widening	39-87, 80, 114-170, 153-155, 214-258, 261-279, 289-301, 570, 576-590, 660-684 and 645 Mt Wellington Highway, 56 Panorama Road, 459 Ellerslie-Panmure Highway, 2 Hamlin Road, 3 and 7 Triangle Road and 2A Ryburn Road, Mt Wellington
1658	Council car park	11-13 Lagoon Drive, Panmure
1660	Council car park	28-30 Pilkington Road, Panmure
1661	Council car park	32-34 Lagoon Drive, Panmure
<del>1662</del>	<del>Council car park (Withdrawn)</del>	<del>7 Kings Road, Panmure</del>
1663	Council car park	7-13 Pilkington Road, Panmure
1664	Building line for road widening	136-140, 144-148, 150-154, 158-160 Queens Road north side, Panmure
1665	Proposed service lane	144-160 Queens Road, Panmure
1666	Council car park	580 Richardson Road, Hillsborough
1667	Building line for corner cut off	143 and 145 Trafalgar Street, Onehunga
1668	Building line for road widening	722, 726-792 Manukau Road, Onehunga
1669	Building line for road widening	1-11 and 6-10 Campbell Road, Onehunga
1670	Council car park	760-770 Manukau Road
1671	Building line for road widening	1-5 Campbell Road and 802,810 Manakau Road, Onehunga



1672	Building line for road widening	118-126 Symonds Street, 725 Mount Albert Road and 17 Erson Avenue, Onehunga
1673	Building line for road widening	802-810, 822 Manukau Road south of Mt Smart Road intersection, Onehunga
1674	Building line for corner cut off	415 Onehunga Mall, Onehunga
1675	Building line for road widening	581-655, 862-880, 894 Great South Road, Penrose
1676	Building line for road widening	Off Mt Wellington Highway on south side, Mt Wellington
1677	Building line for road widening	950-952, 970-992, 998-1006, 1120, 514-540, 562-618, 791-793, 805, 851, 475-583, 617-649 Great South Rd and 2,10 Beatley Street, Penrose
1679	Road widening	57 Waipuna Road and 4 Carbine Road , Mt Wellington
1680	Council car park	580 Blockhouse Bay Road, Blockhouse Bay
1681	Building line for corner cut offs	467 Hillsborough Road
1682	Building line for corner cut offs	427-433 Hillsborough
1683	Building line for road widening	77 Selwyn Street, Onehunga
1684	Pedestrian access way	47 Hill Street, Onehunga
1685	Building line for road widening	31-33, 35, 3, 39, 41, 45, 167-171, 270-274, 327, 333 and 343 Neilson Street, 8 and 10 Gloucester Park Road, 10 O'Rorke Street, 6-10 Selwyn Street and 9 Alfred Street, Onehunga
1686	Building line for corner cut offs	24 Selwyn Street and 39-41 Princess Street, Onehunga
1687	Council car park	81-97 Church Street, Onehunga
1688	Building line for road widening	119, 131-135, 151 Arthur Street and 250 Onehunga Mall, Onehunga
1689	Corner Cut Offs	130 Church Street and 115 Galway Street, Onehunga

1691	Council car park	1 Waiapu Lane, Onehunga
1692	Council car park	9-21 Waller Street South, Onehunga
1693	Withdrawn	
1694	Proposed service lane	3 Paynes Lane, Onehunga
1695	Building line for road widening	175-243 Neilson St (south side), Onehunga
1697	Building line for road widening road widening and corner cut off	153, 156A Captain Springs Road and 231-241, 252, 253-259 Church Street, Te Papapa
1699	Proposed road	57 Angle Street, Te Papapa
1700	Proposed roading network	60 and 69 Captain Springs Road and and 13 and 59 Miami Parade, Te Papapa
1701	Proposed Road	59 Miami Parade, Te Papapa
1702	Building line for road widening and corner cut off	273, 287, 291-305 Neilson Street and 2 Angle Street, Te Papapa
1703	Building line for road widening	365-381, 340-396 Church Street and 2 Beasley Avenue, Southdown
1704	Council car park	89 Atkinson Avenue, Otahuhu
1705	Council car park	21-25 Mason Avenue, Otahuhu
1706	Council car park	35 Hall Avenue, Otahuhu
1708	Proposed service lane	259-287 Great South Road, Otahuhu
1709	Proposed service lane	10-18 Station Road, 5-7 Mason Avenue and 303-337, Otahuhu
1710	Council car park	12-16 High St, Otahuhu
1711	Corner cut off	83 Walmsley Road, Otahuhu
1713	Construction, operation and maintenance of the Waterview Walking and Cycling Facility	Various – proposed shared path 2.4km in length connecting Alan Wood Reserve to Great North Road (near Alford Street)

1714	City Rail Link (CRL)	Various locations Transferred to City Rail Link Limited (CRL) October 2017
1715	Newmarket Level Crossing Project	Lot 1 DP 57235, PT DP 23351, Lot 1 DP 206508, Allotment 37 SECT 4 SBRS OF Auckland, DP 24765, Pt Allotment 35 SECT 4 SBRS OF Auckland, Lot 1 DP 53284
1716	The designation will provide for a separated busway between Panmure from the Panmure roundabout to Pakuranga along with associated cycleways, footpaths, and extensive landscaping.	Between Panmure Roundabout and Pakuranga town centre

## 1662 Car Park – Kings Road

Designation Number	1662
Requiring Authority	Auckland Transport
Location	7 Kings Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-35, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

# **Attachment 5: Updated GIS Viwer**

## Designation Schedule - Auckland Transport (1/3)

### North and West

Number	Purpose	Location
1400	Service lane and car park	Leal Place, Manly
1401	Road	Hauti Drive to Blue Gum Drive, Warkworth
<del>1402</del>	<del>Weiti Crossing</del>	<del>East Coast Road, Redvale (crossing Weiti River) to corner Whangaparaoa Road and Cedar Road, Whangaparaoa</del> Transferred to New Zealand Transport Agency (NZTA) on 30 October 2020
1403	Lapsed	
1404	Road widening	309, 388 – 402, 441, 454A, 455, 456, 468, 470, 473, 475, 510, 514A, 516A, 518, 520, 522A, 525, 527, 529, 540, 597, 601, 609, 611, 637, 640, 642a, 644a, 663, 722, 724, 726, 728, 736, 740, 742, 746, 748, 750A, 752, 756, 758, 760, 770A, 772A, 772, 774, 849, 851, 853A, 1073, 1075 Whangaparaoa Road, Whangaparaoa 2 Cedar Terrace, Whangaparaoa 1, 3, 5, 9 Brightside Road, Whangaparaoa 1 Penton Road, Whangaparaoa 1 Tower Hill, Whangaparaoa 1, 7 Homestead Road, Whangaparaoa 2 Ladies Mile, Whangaparaoa 1 Zita Avenue, Whangaparaoa 1, 2 Scott Road, Whangaparaoa 2 D'Oyly Drive, Whangaparaoa
1406	Car park	Wharf Street, Warkworth
1407	Road widening	Corner of Hudson Road and State Highway 1, Warkworth
1408	Public car park	7A Rawene Road and 204 Hinemoa Street, Birkenhead
1409	Public car park	21 Sunnyhaven Avenue, Beach Haven
1410	Public car park	29 Anzac Road, Browns Bays
1411	Public car park	5 Bute Road, Browns Bay
1412	Public car park	472 Beach Road, Murrays Bay
1413	Public car park	3 Montrose Terrace, Mairangi Bay
1414	Withdrawn	
1415	Public car park	1A Jutland Road, Hauraki
1416	Public car park	14 Huron Street, Takapuna
1417	Withdrawn	
1418	Public car park	139 Kitchener Street, Milford
1419	Public car park	3-5 Fleet Street, Devonport
1420	Constellation Bus Station	62 Parkway Drive, Albany
1421	Albany Bus Station	A250 Oteha Valley Road and 125 McClymonts Road, Albany
1422	Intersection upgrade to provide priority access to the North Shore Busway for buses/high occupancy vehicles	Onewa Road and Sylvan Avenue, Northcote
1423	Akoranga Station	20 Takapuna Landing, Takapuna

1424	Akoranga Station link road	Takapuna Landing, Takapuna
1425	Akoranga Pedestrian Overbridge	20 Takapuna Landing (Akoranga Station), Takapuna (over State Highway 1) to 72 Akoranga Drive (Akoranga Campus), Northcote
1426	Westlake Station	Shakespeare Road (adjoins No. 78 Taharoto Road), Takapuna
1427	Sunnynook Station	168Z Sunnynook Road, Sunnynook
1428	Constellation Drive Station	62 Parkway Drive, Rosedale
1429	Wairau Road / Taharoto Road transport corridor widening and associated works	7-15 Wairau Road and 78Z Taharoto Road, Milford, Part Allotment 103 Parish of Takapuna and Part Allotment 91 Parish of Takapuna (2 Wairau Road, Takapuna)
1430	Public off-street parking ...	23-27 Sir Peter Blake Parade, Bayswater
1431	Road widening	107 Chivalry Road, Glenfield
1432	Road widening	43, 47-51, 55, 59, 65, 69 and 106 Anzac Street, Takapuna
1433	Transport corridor	Fred Taylor Drive, Massey/Whenuapai
1434	Roading purposes	125A Metcalfe Road to 46 Ranui Station Road, Ranui
1435	Roading purposes	Waitemata Drive (over Birdwood Park) to Waitemata Drive West, Ranui
1436	Withdrawn	
1437	Transport corridor	Hobsonville Road, Hobsonville
1438	Public car parking purposes	16 Delta Avenue, New Lynn
1439	Roading access purposes	7 Fairbanks Place, Glendene
1441	Roading access purposes	35 Ranui Station Road, Ranui
1442	Service lane	342-344 Great North Road (Henderson Square A), Henderson
1443	Service lane	2 Railside Avenue (Henderson Square B), Henderson
1444	Service lane	McNaughton Way to 11 High Brown Drive, New Lynn
1445	Service lane	60 James Laurie Street to 240C-D Great North Road, Henderson
1446	Lapsed	
1447	Road widening purposes	2-16, 24-26, 28-30 Clark Street, New Lynn
1448	Road widening purposes	1-3 Edmonton Road, Henderson
1449	Road widening purposes	267-287, 290-300, 295-297A, 301-309, 304-318A, 311-325, 429-447, 450, 4004-4012, 4007-4035, 4018, 4022-4024, 4040-4048, 4052-4054, 4070, 4087-4131, 4092-4094, 4098 and 4104-4118A Great North Road, 1-3 West Coast Road, 1 and 2 Montel Avenue, 2 Blacklock Avenue and 1 Buscomb Avenue, Henderson to Te Atatu
1450	Lapsed	
1452	Road widening purposes	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue, Te Atatu
1453	Road widening purposes	2-14, 9-11, 17-35, 30, 40, 44-54, 45-49, 53, 58, 58-64, 65-171A, 68-68A, 74-114 and 118-160 Titirangi Road, 2 Margan Avenue and 1 and 2 Northhall Road, Titirangi
1454	Road widening purposes	1-23, 2, 24-34, 25-33, 37-47, 53-59, 63A-141, 64-186, 198-274, 273-347, 282-312, 318-320, 326-360, 351A-409, 370-386 and 390-400 West Coast Road, 69-71 Clayburn Road and 1 Pleasant Road, Glen Eden

1455	Road widening purposes	1-25, 12-40, 37,47-55A, 52-54, 58, 78, 80A-82, 86-88, 92-94 Swanson Road, Henderson
1456	Withdrawn	
1457	Withdrawn	
1458	Public off-street parking ...	76 Swanson Road, Henderson
1459	Public off-street parking ...	2 Fenwick Avenue, Milford
1461	Public off-street parking ...	12 Channel View Road, Takapuna
1462	Withdrawn	
1463	Public off-street parking ...	20 Clarence Street, Devonport
1464	Withdrawn	
1465	Public off-street parking ...	85 Hurstmere Road, Takapuna
1466	Public off-street parking ...	41 Glenmall Road, Glen Eden
1467	Road widening	Hobsonville Road, Hobsonville
1468	Road widening	State Highway 16 (Westgate to Whenuapai)
1469	Road widening and improvement works.	Albany Highway, Albany
1470	The construction, operation and maintenance of a new road and improvements to the existing Gills Road.	Between Gills Road, Albany (south of Living Stream Road) to Oteha Valley Road (opposite Appian Way), from south of Living Stream Road along Gills Road to east of Lucas Creek bridge.
1471	Roading purposes	Between Mansel Drive and Falls Road, Warkworth.
1472	Withdrawn	
1473	Roading purposes	Land between Northside Drive West, Massey North and Trig Road, Whenuapai
1474	Construction, operation and maintenance of a new road link and associated wetland and improvements to the existing Glenvar Road.	Glenvar Ridge Road, Long Bay
1476	Road – Medallion Drive Link	56 Fairview Avenue, Albany
1477	Road widening and improvement works.	Lincoln Road, Henderson
1478	Road – Matakana Road Link	State Highway 1 to Matakana Road, Warkworth
1479	Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.	<p>Land from Argent Lane roundabout at the intersection with Old Pine Valley Road south through the properties of 10 and 36 Old Pine Valley Road, tying into the existing Pine Valley Road to the north of the property boundary with 1731 Dairy Flat Highway:</p> <ul style="list-style-type: none"> <li>• 10 Old Pine Valley Road (Sec 7 SO 315843, Sec 8 SO 315843, Pt Lot 5 DP 136559)</li> <li>• 36 Old Pine Valley Road (Lot 6 DP 136559)</li> <li>• The public road reserve between the parcels of land that form 10 Old Pine Valley Road.</li> </ul>



1480	Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.	<p>Dairy Flat Highway from the edge of the Northern Motorway northbound Silverdale off-ramp to the intersection of Dairy Flat Highway and Pine Valley Road, continuing up Pine Valley Road to the northern property boundary of 1731 Dairy Flat Highway:</p> <ul style="list-style-type: none"> <li>• 1687 Dairy Flat Highway (Lot 1 DP 131154)</li> <li>• 1700 Dairy Flat Highway (Pt Lot 1 DP 68886)</li> <li>• 1731 Dairy Flat Highway (Sec 5 SO 315843, Sec 6 SO 315843, Pt Lot 1 DP 101886)</li> <li>• 1732 Dairy Flat Highway (Pt Lot 2 DP 68886)</li> <li>• The public road reserve on Pine Valley Road and Dairy Flat Highway</li> </ul>
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## Designation Schedule - Auckland Transport (2/3)

### Central

Number	Description	Location
1550	Car park	73-83 Customs Street West, Auckland
1551	Car park	22-28 Beresford Square, Auckland Central
1552	Withdrawn	
1553	Car park	20 Upper Queen Street, Auckland Central
1554	Car park	52-56 High Street, Auckland Central
1555	Car park	299 Queen Street, Auckland Central
1556	Transport Centre (Britomart Station)	12 Queen Street to Britomart Place, Auckland Central
1557	Public off-street parking ...	72 Fanshawe Street, Central Auckland
1558	Building line for road widening purposes	The Strand, Parnell
1559	Public off-street parking ...	23 Graham Street, Central Auckland
1560	Building line for road widening purposes	110 Nelson Street, 217-223 Hobson Street and 54, 86-88 Cook Street, Auckland Central
1562	Building line for road widening purposes	75 Queen Street (near Customs Street), Auckland Central
1564	Road widening	86 Federal Street, 68 Victoria Street West, and 99, 109-125 Albert Street, Auckland Central
1565	Proposed pedestrian mall	128-130 Hardinge Street, Central Auckland
1567	Proposed building line for road widening purposes	34-38 Greys Avenue, Central Auckland
1568	Public off-street parking ...	109-111 Onehunga Mall, Onehunga
1571	Building line for road widening purpose	101-107 Beaumont Street, Auckland Central
1572	Public open space / road.	2 Westhaven Drive, Auckland Central

1573	Public open space / road.	109 Fanshawe Street, Auckland Central
1574	Construction, operation and maintenance of a new road link and associated wetland and improvements to the existing Glenvar Road.	Glenvar Ridge Road, Long Bay
1575	Withdrawn	
1576	Council car park and proposed reserve	11-15 Dedwood Terrace and 1 Jervois Road, St Marys Bay
1577	Council car park	16 Redmond Street, Ponsonby
1578	Council car park	5-7 Margaret Street. Ponsonby
1579	Council car park	2 Pompallier Terrace, Ponsonby
1583	Building line for road widening	86-98 Patiki Road, Avondale
1584	Building line for road widening	37-41 and 55-91 Patiki Road, Avondale
1585	Building line for road widening	1-15 Meola Road, Pt Chevalier
1587	Building line for road widening	21 Newton Road and 582 Karangahape Road, Newton
1588	Building line for road widening	204-234 Great North Road, Newton
1589	Building line for road widening	150 Great North Road, Newton
1590	Building line for road widening	12-18 Monmouth Street, Newton
1591	Building line for road widening	204-234 Great North Road, Newton
1592	Building line for road widening	1, 21-63, 81, 2-48, 60-74 New North Road and 1-13, 21-27A, 29-35 Mount Eden Road
1593	Building line for corner cut off	99-107 Khyber Pass Road, Newton
1594	Building line for road widening	46-50, 54 and 68 Upper Queen Street and 62 Randolph Street, Newton
1595	Council car park	226/228 Symonds Street, Newton
1596	Council car park	3 Burleigh Street

1599	Building line for road widening	11-13 and 19-33 Falcon Street and 2 Akaroa Street, Parnell
1601	Council car park	112 Parnell Road, 1 Bath Street, Garfield Street, Parnell
1602	Council car park	32 St. Heliers Bay Road, St Heliers
1603	Building line for road widening	9-19 and 29 Patiki Road and 257-315, 367-489, 533-563, 597-653, 667, 699-705, 713-767, 658-660, 670-718 Rosebank Road, and 2-6 Eastdale Road, Avondale
1604	Building line for road widening	1404 Great North Rd, Pt Chevalier
1605	Council car park	16 Huia Road, Pt Chevalier
1606	Council car park	1-9 Parr Road (North), Pt Chevalier
1609	Building line for road widening	322-336, 388, 390-394, 400-432, 574-628, 756-764, 383-399, 445-455, 597-621, 869-911 New North Road, 2 New Bond Street and 2 Western Springs Road
1610	Council car park	820 Great North Road, Western Springs
1611	Road widening	240-242, 250-256 Balmoral Road and 43, 87-89, 81-85 St Lukes Road and 107 Taylors Road, St Lukes
1612	Council car park	2 Walters Road, Mt Eden
1613	Council car park	430-432 New North Road, Kingsland
1614	Passenger transport route	135, 161, 174, 178, 191-217, 312-328, 336-346, 371, 389-409, 400-412, 422-458, 486, 494, 506, 635-641, 655, 666-672, 669-673, 692, 825, 863, 905, 913-917, 921, 926-946A, 929-931, 935-941, 968-972, 1037-1043, 1047, 1055, 1057A, 1059, 1067, 1079-1079A, 1087-1099, 1196-1198, 1202, 1208, 1212-1216, 1230, 1244, 1288, 1292-1300, 1302-1304, 1308-1308A, 1312, 1318-1326 and 1330-1340 Dominion Road, 33A-35 Brentwood Avenue, 386-388 Mount Albert Road, 2 Onslow Road, 1A Invermay Avenue, 14 Quest Terrace and 41 Denbigh Avenue
1615	Building line for road widening	60 and 64 Sandringham Road and 57-59 Walters

		Road, Sandringham
1616	Building line for road widening	14-18 22, 26, 44-56, 43-81, 90, 94-96 Mt Eden Road and 2,3 Enfield Street, Mt Eden
1617	Building line for road widening	1 Gillies Avenue, Newmarket
1618	Building line for road widening	Between Nos. 2 and 350 Great South Road (north side), Epsom
1619	Building line for road widening	1-21, 2-236, 69-105, 242-248, 254-262, 272-280, 286-294, 300-350, 421-485, 495-525, 535-555 and 575 Great South Road, 2-8 Manukau Road, 1,2 and 21 Otahuri Crescent, 1 Sunnyvale Road and 1 Mapau Road, Greenlane
1620	Proposed Eastern Transport Corridor	Starts at Orakei Point carries on to Meadowbank, Glen Innes and Panmure (some underground)
1621	Building line for road widening	2-4 Woodward Street and 1081 New North Road , Waterview
1622	Council car park	984 New North Road, Mt Albert
1623	Council car park	867c New North Road, Mt Albert
1624	Building line for road widening	756-764 New North Road
1625	Council car park	12 Kitchener Road, Sandringham
1626	Building line for road widening	34-36, 88-102, 104B, 108, 122-126, 132-138, 142-156, 218-230 Balmoral Road and 15 Douglas Road, Balmoral
1627	Building line for road widening	59 The Drive, Epsom
1628	Council car park	4-8 Essex Road, Mt Eden
1629	Council car park	132 Green Lane West
1630	Council car park	6 Clonbern Road, Remuera
1631	Council car park	539 Remuera Road, Remuera
1633	Withdrawn	
1634	Council car park	Stratton Lane, Glen Innes

1636	Council car park	59 Rosebank Road, Avondale
1638	Building line for road widening	7 Tiverton Road, Blockhouse Bay
1639	Building line for road widening	2-14 Owairaka Avenue and 1-1A Tyburnia Avenue, Hillsborough
1640	Building line for road widening	210-220 Richardson and 192-220 Stoddard Road, Hillsborough
1641	Council car park	219 Stoddard Road, Mt Roskill
1642	Building line for road widening	179 Mt Albert Road, 167-169 Mt Albert Road and 3 Owiraka Avenue
1643	Building line for road widening	181-245, 251, 259-335, 334A-340A, 346-352, 349-357, 356-368, 371A-457, 386-446, 448-536, 459A-649, 546-560, 590-620, 636, 644-650, 653-663, 660A, 664-668, 669-673, 670-684, 679-681, 688-698, 693-699, 707-711 and 717-725 Mt Albert Road, 685 Sandringham Road Extension, 1-1A May Road, 8-12 Mount Roskill Road, 1001, 1288C Dominion Road, 30 Erson Avenue, 18-18A Jasper Avenue, 1 and 2 Scout Avenue, 944 Mount Eden Road, 282 St. Andrews Road, 111 Pah Road and 704-717 Manukau Road
1644	Building line for road widening	250-252, 256 Mt Albert Road and 692 Sandringham Road, Sandringham
1645	Council car park	360-366 Mt Albert Road, Mt Roskill
1646	Building line for road widening	955-981 Mt Eden Road, Three Kings
1647	Building line for road widening	682-710, 726-740 Great South Road, east side, Penrose
1648	Building line for road widening	1 Robert Street, Ellerslie
1649	Building line for corner cut off	41 Robert Street, Ellerslie
1650	Council car park	179- 181 Ladies Mile
1651	Council car park	132 Main Highway and 6 Arthur St Ellerslie
1652	Building line for corner cut off	141 Ladies Mile Ellerslie

1653	Building line for road widening	193-205 Main Highway south side and 2 Cawley Street, Ellerslie
1654	Building line for corner cut off	24 Wilkinson Road
1655	Building line for road widening	341-357, 387-393, 406-424, 421-439, 456-470, 459 and 535 Ellerslie Panmure Highway, 1-1A Ferndale Road, 1 Barrack Road and 1 Harding Avenue
1656	Building line for road widening	7-27, 16-34 Lagoon Drive and 7-17 Queens Road, Panmure
1657	Building line for road widening	39-87, 80, 114-170, 153-155, 214-258, 261-279, 289-301, 570, 576-590, 660-684 and 645 Mt Wellington Highway, 56 Panorama Road, 459 Ellerslie-Panmure Highway, 2 Hamlin Road, 3 and 7 Triangle Road and 2A Ryburn Road, Mt Wellington
1658	Council car park	11-13 Lagoon Drive, Panmure
1660	Council car park	28-30 Pilkington Road, Panmure
1661	Council car park	32-34 Lagoon Drive, Panmure
1662	Withdrawn	
1663	Council car park	7-13 Pilkington Road, Panmure
1664	Building line for road widening	136-140, 144-148, 150-154, 158-160 Queens Road north side, Panmure
1665	Proposed service lane	144-160 Queens Road, Panmure
1666	Council car park	580 Richardson Road, Hillsborough
1667	Building line for corner cut off	143 and 145 Trafalgar Street, Onehunga
1668	Building line for road widening	722, 726-792 Manukau Road, Onehunga
1669	Building line for road widening	1-11 and 6-10 Campbell Road, Onehunga
1670	Council car park	760-770 Manukau Road
1671	Building line for road widening	1-5 Campbell Road and 802,810 Manakau Road, Onehunga

1672	Building line for road widening	118-126 Symonds Street, 725 Mount Albert Road and 17 Erson Avenue, Onehunga
1673	Building line for road widening	802-810, 822 Manukau Road south of Mt Smart Road intersection, Onehunga
1674	Building line for corner cut off	415 Onehunga Mall, Onehunga
1675	Building line for road widening	581-655, 862-880, 894 Great South Road, Penrose
1676	Building line for road widening	Off Mt Wellington Highway on south side, Mt Wellington
1677	Building line for road widening	950-952, 970-992, 998-1006, 1120, 514-540, 562-618, 791-793, 805, 851, 475-583, 617-649 Great South Rd and 2,10 Beatley Street, Penrose
1679	Road widening	57 Waipuna Road and 4 Carbine Road , Mt Wellington
1680	Council car park	580 Blockhouse Bay Road, Blockhouse Bay
1681	Building line for corner cut offs	467 Hillsborough Road
1682	Building line for corner cut offs	427-433 Hillsborough
1683	Building line for road widening	77 Selwyn Street, Onehunga
1684	Pedestrian access way	47 Hill Street, Onehunga
1685	Building line for road widening	31-33, 35, 3, 39, 41, 45, 167-171, 270-274, 327, 333 and 343 Neilson Street, 8 and 10 Gloucester Park Road, 10 O'Rorke Street, 6-10 Selwyn Street and 9 Alfred Street, Onehunga
1686	Building line for corner cut offs	24 Selwyn Street and 39-41 Princess Street, Onehunga
1687	Council car park	81-97 Church Street, Onehunga
1688	Building line for road widening	119, 131-135, 151 Arthur Street and 250 Onehunga Mall, Onehunga
1689	Corner Cut Offs	130 Church Street and 115 Galway Street, Onehunga



1691	Council car park	1 Waiapu Lane, Onehunga
1692	Council car park	9-21 Waller Street South, Onehunga
1693	Withdrawn	
1694	Proposed service lane	3 Paynes Lane, Onehunga
1695	Building line for road widening	175-243 Neilson St (south side), Onehunga
1697	Building line for road widening road widening and corner cut off	153, 156A Captain Springs Road and 231-241, 252, 253-259 Church Street, Te Papapa
1699	Proposed road	57 Angle Street, Te Papapa
1700	Proposed roading network	60 and 69 Captain Springs Road and and 13 and 59 Miami Parade, Te Papapa
1701	Proposed Road	59 Miami Parade, Te Papapa
1702	Building line for road widening and corner cut off	273, 287, 291-305 Neilson Street and 2 Angle Street, Te Papapa
1703	Building line for road widening	365-381, 340-396 Church Street and 2 Beasley Avenue, Southdown
1704	Council car park	89 Atkinson Avenue, Otahuhu
1705	Council car park	21-25 Mason Avenue, Otahuhu
1706	Council car park	35 Hall Avenue, Otahuhu
1708	Proposed service lane	259-287 Great South Road, Otahuhu
1709	Proposed service lane	10-18 Station Road, 5-7 Mason Avenue and 303-337, Otahuhu
1710	Council car park	12-16 High St, Otahuhu
1711	Corner cut off	83 Walmsley Road, Otahuhu
1713	Construction, operation and maintenance of the Waterview Walking and Cycling Facility	Various – proposed shared path 2.4km in length connecting Alan Wood Reserve to Great North Road (near Alford Street)

1714	City Rail Link (CRL)	<del>Various locations</del> Transferred to City Rail Link Limited (CRL) October 2017
1715	Newmarket Level Crossing Project	Lot 1 DP 57235, PT DP 23351, Lot 1 DP 206508, Allotment 37 SECT 4 SBRS OF Auckland, DP 24765, Pt Allotment 35 SECT 4 SBRS OF Auckland, Lot 1 DP 53284
1716	The designation will provide for a separated busway between Panmure from the Panmure roundabout to Pakuranga along with associated cycleways, footpaths, and extensive landscaping.	Between Panmure Roundabout and Pakuranga town centre

## Designation Schedule - Auckland Transport (3/3)

### South

Number	Description	Location
1800	Lapsed	
1801	Lapsed	
1802	Road widening	128 Ormiston Road, Flat Bush
1804	Public off-street parking ...	143 Pakuranga Road, Pakuranga
1805	Car park and service lane	20 and 24 Uxbridge Road, Howick
1806	Road widening	109 and 129 Beachlands Road, 373, 460, 465, 469, 482, 492, 509, 529, 533, 600, 601-605, 639, 645-651, 650, 691, 702, 712, 722, 732, 746, 751, 758, 770, 781, 824, 830, 855, 865-867 and 897 Whitford-Maraetai Road and 49 and 110A Jack Lachlan Drive, Whitford (Stages 5, 6 and 7)
1807	New road (Whitford Bypass)	40, 51, 54, 58, 83, 133, 172, 173, 201, 227, 231, 230, 232, 238, 250, 257, 284, 330, 371, 374, 376 and 385 Whitford Park Road, 2, 21, 35, 91, 97, 101 and 401 Trig Road, 18, 24 and 30 Saleyard Road, 500 Brookby Road, 53 Polo Lane, 1 and 2 Turanga Road, 49 Clifton Road and 46, 53R, 104R, 109, 130, 150, 186, 299, 373 and 404 Whitford-Maraetai Road (Stages 1, 2, 3 and 4)
1808	Road widening	Ormiston Road and Chapel Road, Flat Bush
1809	Road widening	2, 5, 17, 22-38, 47-59, 56-60 and 67 Allens Road, 3-9 Smales Road, 1 and 2 Harris Road, 2 Ross Reid Place and 61 Sir William Avenue, East Tamaki
1810	Car parking asset	24 Hall St, Pukekohe
1811	Public off-street parking ...	27 Moore Street, Howick
1812	Public off-street parking ...	4 Tobin Street, Pukekohe
1813	Public off-street parking ...	21 Wallace Road, Papatoetoe
1814	Withdrawn	
1815	Withdrawn	
1816	Public off-street parking ...	27 Charles Street, Papatotetoe
1817	Public off-street parking ...	2 Davies Avenue, Manukau
1818	Withdrawn	
1819	Public off-street parking ...	41 Moore Street (Fencible Drive), Howick
1820	Public off-street parking ...	1-13 Maich Road, Papakura
1821	Public off-street parking ...	26-32 O'Shannessy Street, Papakura
1822	Public off-street parking ...	8 Davies Avenue, Manukau
1823	Public off-street parking ...	37 Coles Crescent, Papakura
1824	Public off-street parking ...	15 Eric Baker Place, Papatotetoe
1825	Withdrawn	

1826	Public off-street parking ...	1R Newbury Street, Otara
1827	Public off-street parking ...	21 Shirley Road, Papatoetoe
1828	Public off-street parking ...	9 Wellington Street (Picton Street), Howick
1829	Public off-street parking ...	7 Massey Avenue, Pukekohe
1830	Public off-street parking ...	4 Wellington Street, Howick
1831	Public off-street parking ...	1-49 Waddon Place and 121 Bader Drive, Mangere
1832	Public off-street parking ...	Constable Road (corner King Street), Waiuku
1833	Road widening	Flat Bush School Road and Murphys Road, Flat Bush
1834	Road widening	21 and 39 Flat Bush School Road and 66 Thomas Road, Flat Bush
1835	Upgrade intersection at East Tamaki, Ormiston and Preston Roads in Otara	267Z, 279, 279A, 279B, 279C, 279D, 279E, 279F, 279G, 279H, 279I, 283, 285 and 287 East Tamaki Road, 2, 4, 6, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6 and 8 Ormiston Road and 208, 208A and 243 Preston Road
1836	The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.	Parts of Redoubt Road, Mill Road and Murphy's Road
1837	Construction, operation and maintenance of an arterial transport corridor	Ponga Road and Ōpāheke Road from Jack Paterson Road intersection to Settlement Road intersection
1838	Construction, operation and maintenance of an arterial transport corridor.	Waihoehoe Road east of Fitzgerald Road to Drury Hills Road
1839	Construction, operation and maintenance of an arterial transport corridor.	Land between Hunua Road and Waihoehoe Road
1840	Construction, operation and maintenance of an arterial transport corridor	Land between Jesmond Road and Waihoehoe Road West

## 1400 Service Lane and Car Park - Leal Place

Designation Number	1400
Requiring Authority	Auckland Transport
Location	Leal Place, Manly
Rollover Designation	Yes
Legacy Reference	Designation 140, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Service lane and car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1401 Road - Hauti Drive

Designation Number	1401
Requiring Authority	Auckland Transport
Location	Hauti Drive to Blue Gum Drive, Warkworth
Rollover Designation	Yes
Legacy Reference	Designation 162, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 15 years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1404 Road Widening - Whangaparaoa Road

Designation Number	1404
Requiring Authority	Auckland Transport
Location	309, 388 – 402, 441, 454A, 455, 456, 468, 470, 473, 475, 510, 514A, 516A, 518, 520, 522A, 525, 527, 529, 540, 597, 601, 609, 611, 637, 640, 642a, 644a, 663, 722, 724, 726, 728, 736, 740, 742, 746, 748, 750A, 752, 756, 758, 760, 770A, 772A, 772, 774, 849, 851, 853A, 1073, 1075 Whangaparaoa Road, Whangaparaoa 2 Cedar Terrace, Whangaparaoa 1, 3, 5, 9 Brightside Road, Whangaparaoa 1 Penton Road, Whangaparaoa 1 Tower Hill, Whangaparaoa 1, 7 Homestead Road, Whangaparaoa 2 Ladies Mile, Whangaparaoa 1 Zita Avenue, Whangaparaoa 1, 2 Scott Road, Whangaparaoa 2 D'Oyly Drive, Whangaparaoa
Rollover Designation	Yes
Legacy Reference	Sheet 5 - Roads to be Widened and Stopped of the Planning Maps, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	11 March 2027 unless given effect to prior

## Purpose

Road widening.

## Conditions

### 1. General

1.1 The scope and extent of the works (including the horizontal and vertical alignment of the carriageway) within the designation shall be generally in accordance with the plans contained in the Notice of Requirement dated 14 April 1998 (Appendix D – Designation drawings) and referenced as Figures A1.0 to A1.3 (BCHF Cad File No. 6507C935.DWG to 6507C938.DWG Rev. E) and Figures B1.1 to B1.4 (BCHF Cad File No. 6507C931.DWG to 6507C934.DWG Rev.D.)

1.2 The designation and proposed works on the area of land subject to the designation shall not include any toll-booth type facilities or structures.

1.3 Before any construction is commenced an Outline Plan shall be submitted in terms of section 176A of the Resource Management Act 1991 to council. The outline plan may be submitted in stages to reflect any proposed staging of the physical works. This outline plan is to be submitted to council for assessment and recommendations to the council. The outline plan shall show those matters required to be included by section 176A(3) of the Act. It shall be prepared in consultation with directly affected property owners and occupiers with the record of such consultation being documented in the outline plan.

1.4 Prior to the start of physical works, the requiring authority (or its agent) shall obtain all resource consents required under the Resource Management Act 1991 and the Heritage New Zealand Pouhere Taonga Act 2014.

## 2. Design Considerations

2.1 The requiring authority (or its agents) shall incorporate retaining walls into the detailed design to reduce the property effects at critical parts of the alignment, in general accordance with the details identified in Appendix C of the requiring authority's closing submissions.

2.2 As part of the upgrading works the requiring authority (or its agents) shall, subject to the proper performance of its statutory functions, provide suitable pedestrian crossing facilities at the following general localities along Whangaparaoa Road:

- a. Brightside Road;
- b. Weiti Crossing / Whangaparaoa Road intersection;
- c. Stanmore Bay Road;
- d. Ladies Mile;
- e. Pedestrian linkage of Duck Creek Road across the Weiti Crossing; and
- f. Such other places as may be identified in future analysis as necessary for safety purposes.

2.3 The requiring authority (or its agents) shall permit vehicle access from the Weiti Crossing road alignment to the following parcels of land in consultation with the landowners and in accordance with the provisions of the Local Government Act 1974:

- a. Lot 3 DP 95982 and Lot 1 DP 100141 being respectively the Kilmacrennan Farm and Kerrykeel Farm which are farmed as one unit known as Weiti Station (Green and McCahill Group submission); and
- b. Part Lot 1 DP 95984, Lot 1 DP 51255 and Lot 1 DP 49038 being land owned by Green and McCahill Holdings Ltd.

### *Explanation:*

Given the size of the Green and McCahill Holdings Ltd landholding (908 hectares) two access points would be appropriate. The third access point sought by this company includes access to the Stillwater settlement which should be the subject of other considerations apart from this designation.

## 3. Noise Impact Mitigation

3.1 During construction, New Zealand Standard 6803P : 1984, The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work shall be complied with and the principles for managing noise set out within that document shall be formally adopted.

3.2 The road alignment shall be designed to achieve the following noise standards:

- a. For the properties identified in Table A – the relevant traffic noise design limit contained in Table A.
- b. For all other properties – the relevant noise standard contained in NZS6806:2010 Acoustics - Road Traffic Noise - New and altered roads.

*Table A:*

<b>Location</b>	<b>Traffic Noise Design Limits Leq (24 hours)</b>
Dwelling A (at the western end of the proposed road as indicated on the AEE document). This will require mitigation from the expected noise levels.	65 dBA
All other existing* dwellings west of the Weiti River Dwelling 1 on Lot 1 DP 138956 Dwelling 2 on Lot 4 DP 64380 Dwelling 3 on Lot 6 DP 64380 Dwelling 4 on Lot 7 DP 64380	55 dBA



This will require mitigation from the expected noise levels particularly for the properties at 173, 250, 301, 305 and 307 Duck Creek Road and that identified as Dwelling B in the AEE document along Weiti Station Road.	
Dwellings at 7 to 37 Cedar Terrace inclusive.	62 dBa
All existing* dwellings on Whangaparaoa Rd.	65 dBa or ambient (whichever is greater)

\*Existing at 14 April 1998

*Note:*

The assessment point for Table A is 1m in front of the most exposed point on the facades of the dwellings.

3.3 In addition to the standards in Table A above, the road alignment shall be designed with the appropriate noise mitigation measures to achieve compliance with a single event noise limit of 78 dBA Lmax at the façade of any residential building situated within 12 metres from the new road carriageway. This shall not apply to residential buildings currently located within 12 metres of the existing road carriageway.

*Explanation:*

This is in accordance with the NZS6806:2010 Acoustics - Road Traffic Noise - New and altered roads.

3.4 If it is impracticable to meet the Design Limits in the above Conditions 3.2 and 3.3, then prior to completion of the road widening, the requiring authority (or its agents) shall, with the agreement of the owner of the dwelling and if so required by them, provide insulation and, if required, mechanical ventilation to all living rooms (including kitchens) and bedrooms, to ensure that an internal criterion of 40 dBA Leq (24 hours) is not exceeded. If it is impracticable or uneconomic to design mitigation to achieve this internal criterion then the requiring authority (or its agents) shall, with the agreement of the owner, and at a price not exceeding market value, purchase the property.

3.5 Without limiting the requirements for consultation imposed under condition 3.4, the requiring authority shall consult with the owners of 236 Duck Creek Road, being Part Lot 3 DP 26549 and 266 Duck Creek Road, being Lot 2 DP 29403 ("the Webster properties") in relation to the location, nature and extent of any proposed noise mitigation measures.

3.6 In undertaking this consultation the requiring authority shall give special consideration to the need for additional or alternative noise mitigation measures which mitigate to the greatest extent practicable the acoustic and amenity effects of the designation upon the Webster properties within the noise limit set out in condition 3.2.

3.7 In undertaking consultation with the owners of the Webster properties the requiring authority shall:

- a. provide copies to the owners of all relevant reports and plans prepared by it in relation to the proposed noise mitigation measures;
- b. ensure that the owners have at least two weeks to peruse this material and respond to the requiring authority with their position; and
- c. the requiring authority shall obtain (at its reasonable cost) a peer review of the proposed mitigation measures and consequential effects on the Webster properties to identify other mitigation measures which may be cost effective and meet the noise limits set out in condition 3.2 and shall give special consideration to the findings of any peer review in deciding what noise mitigation measures it implements for the Webster properties.

#### **4. Ecological Impact Mitigation**

4.1 The requiring authority (or its agents) shall, in conjunction with the council and in consultation with directly affected property owners and occupiers, including the Queen Elizabeth II National Trust, produce the following programmes:

- a. An Ecological Mitigation Programme that outlines the methods and implementation and monitoring processes to be used to avoid, remedy or mitigate adverse effects on the environment, particularly in regard to indigenous vegetation, ecosystems and species, geological features and areas of wildlife habitats; and
- b. A Restoration Planting Programme that outlines the methods and implementation and monitoring processes to restore areas of indigenous vegetation, ecosystems or wildlife habitat likely to be affected by the proposed works.

The programmes shall be submitted as part of the outline plan.

4.2 Without limiting the requirements for consultation imposed under condition 4.1, the requiring authority shall consult with the owners of the Webster properties in relation to the location, nature and extent of any proposed ecological mitigation measures.

4.3 In undertaking this consultation the requiring authority shall give special consideration to the need for mitigation measures which mitigate to the greatest extent practicable adverse effects of the designation and related works have upon existing trees and vegetation on the Webster properties.

4.4 In undertaking consultation with the owners of the Webster properties the requiring authority shall:

- a. Provide copies to the owners of all relevant reports and plans prepared by it in relation to the proposed ecological mitigation measures; and
- b. Ensure that the owners have at least two weeks to peruse this material and respond to the requiring authority with their position; and
- c. The requiring authority shall obtain (at its reasonable cost) a peer review of the proposed ecological mitigation measures and consequential effects on the Webster properties and shall give special consideration to the findings of any peer review in deciding what ecological mitigation measures it implements for the Webster properties.

#### **5. Visual Impact Mitigation**

5.1 A Visual Mitigation Plan shall be prepared by the requiring authority (or its agents) in consultation with directly affected property owners and occupiers, including the Queen Elizabeth II National Trust. The plan shall incorporate, where relevant, the recommendations of the ecological mitigation programme and the restoration planting programme and be submitted as part of the outline plan.

The Visual Mitigation Plan shall include, but not be limited to, details of all proposed planting (including species, species sizes, densities and locations), the planting programme and the required maintenance programme. Existing trees and vegetation on the properties are to be included in any maintenance programme. Attention shall also be paid to the angle and extent of cut and batter slopes through highly visible ridgelines, for example where cut and batter slopes and the proposed roadway would be viewed from properties in Duck Creek Road. In the event that noise mitigation measures such as bunds or barriers are to be employed then these are also to be incorporated in to the visual mitigation plan.

5.2 Without limiting the requirements for consultation imposed under condition 5.1, the requiring authority shall consult with the owners of the Webster properties in relation to the location, nature and extent of any proposed visual mitigation measures proposed.

5.3 In undertaking this consultation the requiring authority shall give special consideration to the need for measures which mitigate to the greatest extent practicable adverse effects of the designation on the Webster properties. When undertaking consultation in respect of this issue any noise mitigation measures (such as bunds or barriers) that are employed to address the noise effects of the designation on the Websters properties are also to be considered by the requiring authority.

5.4 In undertaking consultation with the owners of the Webster properties the requiring authority shall:

- a. Provide copies to the owners of all relevant reports and plans prepared by it in relation to the proposed ecological mitigation measures;
- b. Ensure that the owners have at least two weeks to peruse this material and respond to the requiring authority with their position; and
- c. The requiring authority shall obtain (at its reasonable cost) a peer review of the proposed mitigation measures and consequential effects on the Webster properties and shall give special consideration to the findings of any peer review in deciding what visual mitigation measures it implements for the Webster properties.

## **6. Archaeological**

6.1 Prior to construction and the obtaining of any necessary consents under the Historic Places Act 1993 the requiring authority (or its agents) shall undertake further investigation of archaeological sites R10/943 and R10/944 if these sites are affected by the proposed works or immediately adjoin the proposed works.

6.2 The archaeological sites recorded in the immediate vicinity of the proposed works shall be clearly marked on construction plans to be provided to the Council and pegged out/fenced off prior to, and during the period of, construction.

## **7. Vibration**

7.1 The road alignment shall be designed with due regard to the effects of vibration.

7.2 In the event that the requiring authority receives, in respect of any building existing as at 14 April 1998, a complaint of vibration induced by construction activities or by traffic on completion of the widened/realigned section of Whangaparaoa Road, then the requiring authority shall:

- a. Monitor traffic induced vibration at location(s) from which complaints have been received where considered appropriate by the Auckland Council; and
- b. Where construction vibration levels exceed the relevant standards of ISO 2631-2, then the requiring authority shall implement practicable mitigation measures.

## **8. Stormwater**

8.1 The requiring authority (or its agents) shall, in consultation with the Council:

- a. Provide suitable detention of concentrated stormwater flows which arise from construction works and the completed roadway to avoid, as far as is practicable, stream erosion by the discharging of this stormwater;
- b. Design, install and operate sediment control ponds to remove, to the maximum extent practicable, sediment from all concentrated discharge from the earthworks;
- c. Arrange all stormwater treatment devices in accordance with the Auckland Council's Technical Publication No. 10 being the Design Guideline Manual : Stormwater Treatment Devices, dated 2003; and
- d. Take all practicable measures to ensure stormwater is not discharged into tributaries or overland flow paths which ultimately directly flow into the Okura River Estuary.

## **9. Physical Works Contract**

9.1 All contract documentation for physical works shall include the designation conditions, the approved outline plan and any other resource consents (including conditions) held for the project.

9.2 Construction shall be limited to the following hours:

- a. Weekdays: 7.00 a.m. to 6.00 p.m;
- b. Saturdays: 8.00 a.m. to 4.00 p.m; and
- c. Sundays and Public Holidays: No work.

9.3 Construction can be extended to the hours of 7.00 a.m. to 6.00 p.m. every day (with the specific consent of the Auckland Council) between East Coast Road and the northern boundary of the Weiti Forest with the agreement of Green and McCahill Ltd and Green and McCahill Holdings Ltd or any successors in title.

9.4 At all times reasonable access shall be maintained to properties directly affected by the construction and operation of the Weiti Crossing and the Whangaparaoa Road widening unless agreement is reached with the property occupier that access can be temporarily stopped.

## **10. Public Notification**

10.1 At six-monthly intervals from the date of this decision the requiring authority (or its agents) shall notify all property occupiers directly affected by the designation of the current status of the project and the estimated date of commencement of final design and construction. In addition, an advertisement is to be placed in the "Rodney Times" outlining the above information.

10.2 A Public Notification Plan shall be prepared and submitted for the approval of the Auckland Council prior to the start of physical works. The plan shall include, but not be limited to, the following:

- a. Dates for the release of newsletters to directly affected and adjoining property occupiers. These letters shall include details of the construction programme and a single point of contact for the requiring authority (or its agents) for any concerns or enquiries relating to the project, including a contact person name and a telephone and facsimile number; and
- b. Details of proposed signage to advise motorists of periods of likely traffic delays.

## **11. Duration of Designation**

11.1 In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on 11 March 2027 unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
- c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## **12. Other**

12.1 Prior to preparing an assessment of effects upon the environment under s. 88 of the Act for the resource consents required from the council, the requiring authority (or its agents) shall prepare a Scoping Report for the consideration of the council. This shall indicate what is to be addressed in the assessment of effects and allow some agreement to be reached between the parties prior to the detailed analysis required for the assessment.

## **13. Costs**

13.1 Pursuant to s.36 of the Resource Management Act 1991, the requiring authority shall be responsible for paying administrative charges relating to receiving, processing and making a decision

in respect of the requirement. The total amount payable will be communicated to the requiring authority within two months of the process being completed.

#### **14. Local access to Stillwater Community**

14.1 Safe and efficient two-way access to the Stillwater community (on both sides of the designated route) shall be provided, including throughout the construction period. Such access shall include provision for public transport (including bus stops) and for the safe and efficient movement of school buses and boat trailers. The design of any such access shall be undertaken in full consultation with the Stillwater Ratepayers and Residents Association, the owners of the Webster properties and directly affected members of the Stillwater community.

14.2 Following such consultation, the requiring authority will submit the proposed access design to an independent auditor for a safety audit prior to construction. The cost of this audit is to be met by the requiring authority.

#### **15. Water Supply**

15.1 During each construction season (1 October – 30 April) the requiring authority shall periodically check and wash down any residences (including the roof) which are located along the designation route and which are affected by the construction of the bridge and its approaches. The cost of this cleaning will be met by the requiring authority.

15.2 The requiring authority will test the water quality of the bores at 165 Duck Creek Road, being the land described in 113B/679 (North Auckland Registry), and 236 Duck Creek Road, being the land described in certificates of title 682/218 and 1020/274 (North Auckland Registry), on a monthly basis.

15.3 In the event that either of the bores at 165 or 236 Duck Creek Road becomes contaminated, the requiring authority will provide an equivalent alternative free water supply.

15.4 The requiring authority will test the water quality of each domestic water tank located along the designation route, including the Webster properties, affected by construction of the bridge and its approaches on a monthly basis during the construction season and for one month following (1 October – 31 May) of each year of the construction period. If the water in any such tank is contaminated, the requiring authority will immediately, and at its cost entirely, have any such tank cleaned out and refilled.

#### **16. Land Stabilisation**

16.1 The requiring authority will conduct a “before and after” dilapidation survey of the properties (including the interiors of buildings) located along the designation route, including the Webster properties to assess any effects as a result of construction of the bridge and its approaches.

16.2 In any agreements entered into with any third party to carry out construction of the road and bridge, the requiring authority will require that party to accept liability for any damage or instability to land or buildings caused by construction and will also require that party to monitor slope stability throughout the duration of construction and for a period of 12 months following completion of the project. In the event that the requiring authority undertakes construction itself, it will accept such liability and conduct such monitoring.

#### **17. Noise**

17.1 Once the new road is operational, council will pass any bylaw required to enable a restriction on engine braking to be imposed on vehicles using the road in the vicinity of Stillwater, should such a restriction prove necessary.

17.2 The requiring authority will use asphalted concrete on the road surface on the Weiti Bridge and extend this surface along the road up to 307 Duck Creek Road, being the land described in certificate of title 16C/1432 (North Auckland Registry).

17.3 The requiring authority will use its best endeavours to provide a building (which is surplus to roading requirements) to be used as the Stillwater community hall. The requiring authority shall arrange for the transport at its cost of any such building to the agreed site.

### **18. Stock Underpass**

18.1 The requiring authority shall enter into an agreement with the owners of the Webster properties to provide them with a stock underpass (under the new carriageway provided for by the designation) to agreed specifications and with agreed rights of access or tenure, to provide the owners of the properties access between the two parts of the property which will be bisected by the new carriageway.

18.2 During the period of construction of the Weiti Link, while the Webster properties are bisected by works, but before the stock underpass is completed, the requiring authority shall provide reasonable stock access across the carriageway so owners of the properties can utilise all parts of their property.

### **19. Duck Creek Intersection**

19.1 No part of the realigned Duck Creek Road, including its intersection on the eastern side of the Weiti link will be positioned further north than indicated on the plan annexed as Appendix A of the NOR.

### **20. Water Supply**

20.1 The requiring authority shall ensure that during construction and operation of the Weiti Crossing Road, a water supply is maintained for the purpose of watering livestock located at 236 Duck Creek Road, being Part Lot 3, DP 26549 and 266 Duck Creek Road, being Lot 2 DP 29403.

## **Attachments**

No attachments.

## 1406 Car Park - Wharf Street

Designation Number	1406
Requiring Authority	Auckland Transport
Location	Wharf Street, Warkworth
Rollover Designation	Yes
Legacy Reference	Designation 114, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1407 Road Widening - Hudson Road

Designation Number	1407
Requiring Authority	Auckland Transport
Location	Corner of Hudson Road and State Highway 1, Warkworth
Rollover Designation	Yes
Legacy Reference	Designation 102, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	10 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

### 1. General

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority, being the council, the Notice of Requirement and supporting documents, as follows:

a. "State Highway 1 Warkworth — Hudson Road/State Highway 1 Intersection Upgrade — Alteration to Designation — "SH 1 Region RS 363, Warkworth Stage 1 Intersection Improvements RP 363/1/31/SH1 and Hudson Road," prepared for NZTA and RDC by Opus International Consultants Ltd, comprising of plans:

i. Plans titled "Concept Layout — Sheets 1-5," and referenced "Feature Identifier 1/21/40, Code 6104, Revision RO"

1.2 The period within which this alteration to designation shall lapse if not given effect to shall be 10 years from the date on which it is confirmed in accordance with Section 184(1) of the Resource Management Act, 1991 as amended.

### 2. Outline Plan of Works and Management Plans

2.1 Prior to the commencement of works, the Requiring Authority (Auckland Transport) shall submit to council the relevant Management Plans required under Conditions 3 (Construction), 4 (Noise), 6 (Construction Traffic) and 8 (Urban Design and Landscape), below.

2.2 The approval in writing of all the above Management Plans referred to in condition 2.1 above may also, if considered appropriate by council, be deemed to be a waiver, in whole or part, pursuant to s. 176A (2) (c) of the RMA of the requirement for an Outline Plan of Works under s. 176A. If such a waiver is sought through the management plan approvals, this should be stated in writing when these management plans are submitted for approval.

2.3 The works shall be undertaken in accordance with the approved Management Plan or accepted Outline Plan of Works (as the case may be).

### 3. Construction

3.1 At least 10 working days prior to commencement of works on the project, the Requiring Authority shall prepare and submit for approval by council, a Construction Management Plan (CMP). The purpose of the CMP is to set out the management procedures and construction methods to be



undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities. The submission and approval of detailed engineering plans shall also be undertaken through the CMP approval.

3.2 The CMP shall be implemented and maintained throughout the entire construction period. The CMP shall include specific details relating to the construction and management of all works associated with the Project, including;

- a. Details of the site or project manager, including their contact details (phone, facsimile, postal address, e-mail address);
- b. The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
- c. An outline construction programme of the works indicating in particular likely time periods for road closures and anticipated traffic diversion effects;
- d. A tree protection methodology with arboricultural input, which ensures no damage occurs to the trees along the Showgrounds boundary and the boundary of Lot 1 DP 150324 that are otherwise unaffected by the Project throughout the entire construction period.
- e. Any means of protection of services such as pipe and watermains within the legal road;
- f. Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
- g. Location of workers offices and conveniences (e.g. portaloos);
- h. Procedures for controlling sediment run-off, dust and the removal of soil, debris and demolition and construction materials from public roads and places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days.
- i. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works; and
- j. Means of ensuring the safety of the general public.

3.3 Upon completion of the upgrade project, the Requiring Authority shall submit to council as-built plans in relation to all construction works undertaken as part of the intersection upgrade.

#### **4. Noise**

##### Construction Noise

4.1 The CMP shall include a Construction Noise and Vibration Management Plan (CNVMP) describing the measures adopted to as far as practicable meet the requirements of the NZS6803:1999 Acoustics — Construction Noise. The CNVMP shall be submitted to and approved by council's Environmental Health Officer prior to any works commencing on the upgrade. The CNVMP shall refer to noise management measures set out in Appendix E of NZS6803:1999, and as a minimum shall address the following:

- a. Construction sequence;
- b. Machinery and equipment to be used;
- c. Hours of operation, including time and days when noisy construction work would occur;
- d. The design of noise mitigation measures such as temporary barriers or enclosures;
- e. Construction noise limits for specific areas;
- f. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptable outcomes;
- g. Methods for monitoring and reporting on construction noise.
- h. Onsite contact for local residents and operations; and
- i. Where an activity is predicted to generate noise levels above the limits prescribed in NZS 6803:1999, the Requiring Authority shall provide a site specific construction noise and vibration management plan. This plan shall describe the noise mitigation and management measures which

will be implemented by adopting the best practicable option in accordance with section 16 of the RMA.

4.2 Every reasonable effort shall be made to notify residents/ occupiers of properties situated within 50m of the construction site in writing at least 3 days prior to the commencement of the proposed works, including information of duration and type of noise activities. A contact telephone number shall be provided to these residents/ occupiers and a complaint monitoring procedure shall be established so that complaints relating to individual contractors are managed centrally.

#### Operational Noise

4.3 A Noise Management Plan (NMP) shall be prepared by a suitably qualified acoustic expert for the purposes of avoiding, mitigating or remedying adverse noise effects from the operation of the project following its construction.

4.4 The NMP shall include general measures, which shall include but not be limited to the installation of noise attenuation barriers or low noise road surface material, to the extent necessary to achieve at a minimum compliance with the NZS6806:2010 Acoustics - Road Traffic Noise - New and altered roads.

#### 4.5 Noise Monitoring

As required by the NZS6806:2010 Acoustics - Road Traffic Noise - New and altered roads, measurements of noise levels existing prior to construction shall be used to establish ambient noise levels. The result of 24 hour ambient noise measurements at one (1) position within 50m of the project, together with site maps detailing measurement positions and key data on measurement conditions shall be forwarded to the Council prior to the commencement of construction. Measurements shall be undertaken by a suitably qualified person and the results, together with the site maps and photographs detailing the measurement position and key data, shall be forwarded to council.

#### 4.6 Compliance Monitoring

Following completion of the work, the Requiring Authority shall arrange for an appropriately qualified person to undertake monitoring of the level of traffic noise at the above one (1) position for which ambient noise level data has been previously recorded, within a period between 2 and 3 years following completion of construction of the Work, but not post construction of the Western Collector Route. The Requiring Authority shall report the findings of monitoring to Council. If as a result of this, non-compliance with the New Zealand Standard is identified, then specific measures shall be adopted to achieve compliance.

### **5. Vibration**

5.1 The CNMVP shall describe how the vibration standards of the German Standard DIN 4150 shall be met as far as practicable, and shall address the following aspects:

- a. Vibration monitoring measures;
- b. Criteria;
- c. Possible mitigation measures;
- d. Complaint response;
- e. Reporting procedures;
- f. Notification and information for the community of the proposed works;
- g. Vibration testing of equipment to conform that the vibration limits will not be exceeded;
- h. Location for vibration monitoring when construction activities are adjacent to critical buildings;
- i. Operational times;
- j. Preparation of dilapidation reports on critical dwellings prior to, during and after completion of works;

and

k. Site specific CNVMPs where required to address potential exceedances of the vibration standards.

#### Operational Vibration

5.2 Vibration levels of the existing operations at the existing State Highway 1 operations shall be measured by a suitable qualified person at not more than one nominated critical location, and submitted to council, prior to the commencement of works. These baseline measurements will provide levels for current use and for comparison with future levels.

### **6. Construction Traffic**

6.1 The CMP shall include a Temporary Traffic Management Plan (TTMP), for the project, which shall be prepared by a suitably qualified expert(s). The TTMP shall be submitted to and be approved by council prior to the commencement of works.

6.2 The TTMP shall be implemented and maintained throughout the entire construction period. The TTMP shall include details relating to:

- a. Methods of mitigating the local and network wide effects of both construction of individual elements of the Project, and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods to manage the effects if the delivery of construction material, plant and machinery;
- c. The numbers, frequencies and timing of construction traffic movements;
- d. Methods to manage the effects of traffic that is required to detour or be diverted during construction, in particular seeking to minimise effects on residential and commercial areas;
- e. Contingencies for traffic diversion;
- f. Consultation with council with regard to the most appropriate means for providing access on council roads within and adjacent to the designation;
- g. Identification of any existing on-site parking and manoeuvring areas which are affected by the works. Then, as far as practicable, and in consultation with council and the affected land owner, identify how the affected areas will be relocated or reinstated to achieve compliance with the Unitary Plan or to similar standard to that existing;
- h. Where necessary, provision of alternative access arrangements as far as practicable, and in consultation with council and the affected landowner;
- i. Details on the maintenance of pedestrian access and thoroughfare to be maintained on all roads and footpaths adjacent to the construction works where practicable. Such access shall be safe and clearly identifiable. Specific measures shall also be provided to mitigate the effects of construction works on pedestrians and cyclists;
- j. Consistency with the NZTA (Transit New Zealand) "Code of Practice for Temporary Traffic Management" (COPTTM); and
- k. Provision of pedestrian access/egress to properties adjacent to the works at all times.

### **7. Archaeological and Heritage**

7.1 Subject to condition 7.2, if any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

- a. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
- b. The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched; and
- c. The Requiring Authority shall notify tangata whenua, the New Zealand Historic Places Trust and council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the

New Zealand Historical Trust is obtained.

7.2 Condition 7.1 shall not apply where the Requiring Authority holds all relevant approvals under the Historical Places Act (1993), apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

## **8. Urban Design and Landscape Mitigation**

8.1 Prior to the commencement of works on the project, the Requiring Authority shall submit to council and have approved in writing an “Urban Design and Landscape Mitigation Plan” (UDLMP). This UDLMP shall be prepared by a suitably qualified expert(s) and shall take into account the following:

- a. NZTA’s “Guidelines for Highway Landscaping” (December 2006);
- b. NZTA’s “Urban Design principles: landscape design notes January 2011.

8.2 The UDLMP shall in particular provide for:

- a. The integration of the permanent works into the surrounding landscape;
- b. Mitigation of effects on properties in the vicinity of the alignment;
- c. Pedestrian and cycle linkages proposed in respect of the project;
- d. Retention or relocation of existing trees where practicable;
- e. Replacement planting or mitigation for loss of trees that are protected by the general provisions of the Unitary Plan; and
- f. The outcomes of any consultation undertaken with council.

8.3 The UDLMP shall be prepared in general accordance with the “Landscape Mitigation Plans” prepared by Opus International Consultants Limited, referenced PA2847-SH1, dated June 2009, and shall include the following:

- a. An Urban Design Framework that depicts the overall urban design concept, the design intent, layout and mitigation proposals, and
- b. Landscape and Urban Design Details — these shall include:
  - i. Identification of vegetation to be retained and removed;
  - ii. Proposed planting, including plant species, mixes, spacing/densities, sizes (large specimen trees shall be used, of at least pb95 size at the time of planting) and layout;
  - iii. Planting programme — the staging of planting in relation to the construction programme, and
  - vi. A maintenance programme providing specific measures as how the planting will be maintained following its establishment for 3 years thereafter for specimen trees and for 2 years thereafter for other planting.

8.4 The works as set out in the UDLMP shall be implemented as soon as practicable and works shall be completed no later than 12 months after the practical completion date of the Project.

### **Advice Notes**

1. The Requiring Authority needs to obtain all other necessary consents and permits and comply with all relevant council bylaws.
2. Under the Historic Places Act (1993), an Authority is required from the NZ Historical Places Trust before any work commences which may destroy damage or modify the whole or any part of an archaeological site or sites.
3. Applications for resource consent to the council will be sought for the following activities:
  - a. Earthworks; and
  - b. Stormwater discharge.

d. The Requiring Authority (AT) proposes to undertake the works authorised by these designation conditions as a joint project with NZTA which is the relevant Requiring Authority for the related State Highway 1 improvements. NZTA has a separate (but nearly identical) set of designation conditions authorising the works for which it is responsible.

## **Attachments**

No attachments.

## 1408 Car Park - Rawene Road

Designation Number	1408
Requiring Authority	Auckland Transport
Location	17A Rawene Road
Rollover Designation	Yes
Legacy Reference	Designation 129, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park(s).

### Conditions

No conditions.

### Attachments

No attachments.

## 1409 Car Park - Sunnyhaven Avenue

Designation Number	1409
Requiring Authority	Auckland Transport
Location	21 Sunnyhaven Avenue, Beach Haven
Rollover Designation	Yes
Legacy Reference	Designation 130, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1410 Car Park - Anzac Road

Designation Number	1410
Requiring Authority	Auckland Transport
Location	29 Anzac Road, Browns Bay
Rollover Designation	Yes
Legacy Reference	Designation 131, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.



## 1411 Car Park - Bute Road

Designation Number	1411
Requiring Authority	Auckland Transport
Location	5 Bute Road, Browns Bay
Rollover Designation	Yes
Legacy Reference	Designation 133, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1412 Car Park - Beach Road

Designation Number	1412
Requiring Authority	Auckland Transport
Location	472 Beach Road, Murrays Bay
Rollover Designation	Yes
Legacy Reference	Designation 134, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1413 Car Park - Montrose Terrace

Designation Number	1413
Requiring Authority	Auckland Transport
Location	3 Montrose Terrace, Mairangi Bay
Rollover Designation	Yes
Legacy Reference	Designation 135, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1415 Car Park - Jutland Road

Designation Number	1415
Requiring Authority	Auckland Transport
Location	1A Jutland Road, Hauraki
Rollover Designation	Yes
Legacy Reference	Designation 137, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

### 1416 Car Park - Huron Street

Designation Number	1416
Requiring Authority	Auckland Transport
Location	14 Huron Street, Takapuna
Rollover Designation	Yes
Legacy Reference	Designation 139, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1418 Car Park - Kitchener Road

Designation Number	1418
Requiring Authority	Auckland Transport
Location	139 Kitchener Road, Milford
Rollover Designation	Yes
Legacy Reference	Designation 141, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

### 1419 Car Park - Fleet Street

Designation Number	1419
Requiring Authority	Auckland Transport
Location	3-5 Fleet Street, Devonport
Rollover Designation	Yes
Legacy Reference	Designation 145, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car park.

### Conditions

No conditions.

### Attachments

No attachments.

## 1420 Constellation Bus Station

Designation Number	1420
Requiring Authority	Auckland Transport
Location	62 Parkway Drive, Rosedale
Rollover Designation	Yes
Legacy Reference	Designation 161, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Constellation Bus Station - to construct, operate and maintain a busway station and park-and-ride facility.

## Conditions

### General Conditions

1. The scope and extent of the works within the designated area shall be generally in accordance with the Notice of Requirement dated 19 March 1999; the plans contained in Appendices A to C accompanying the Notice of Requirement; subject to the approved Outline Plan(s); and in accordance with the conditions set out below.
2. Any land taken or held for the works shall be maintained to a reasonable standard until construction of the facilities commences, to the intent that no nuisance is created to properties in the vicinity.
3. That at all times reasonable physical access be maintained to other properties.
4. All contract documentation for physical works shall include the designation conditions, the approved outline plan(s) and any other resource consents (including conditions) held for the project.
5. Should construction work uncover any archaeological remains, the Requiring Authority should immediately advise local Kaumatua of iwi claiming tangata whenua status in the immediate area and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without the prior consent of the Historic Places Trust.
6. That a formal review of the adequacy of parking provision at the busway station be carried out within twelve months of commencement of operations at the station and between 1 January 2009 and 31 December 2010, or within a period of six months from any date if requested by the Auckland Council. The review shall include preparation of a report by a traffic engineer analysing the on site parking demand and supply situation based on surveys within and around the busway station site and identifying any adverse effects and possible mitigation methods, which may form the basis for any further or amended conditions relating to carparking and parking management.
7. That the Sunset Road access be limited to use by authorised busway users only, with appropriate



signage provided to this effect.

8. All reference to the “control centre” shall be deleted from the requirement.

### **Outline Plan(s)**

9. Before any construction is commenced an Outline Plan(s) shall be submitted in terms of Section 176A of the Resource Management Act (1991) to the council. The outline plan may be submitted in stages to reflect any proposed staging of the physical works. This outline plan(s) is to be submitted to an independent party appointed by the Auckland Council for assessment and recommendations to the council. The outline plan(s) shall show those matters required to be included by s. 176A (3) of the Act and those matters specified in conditions 10 to 24 which follow.

10. The Requiring Authority shall, during the preparation of the outline plan(s), take into account the location of existing infrastructure and utility services and have regard to the likely location of future infrastructure and utility services, and undertake consultation with the appropriate council departments and network utility operators as necessary to this intent.

11. Sanitary sewer plans shall be prepared as part of the outline plan(s) which shall:

- a. Be in compliance with the council's Corporate Design Manual (Wastewater) or any document in amendment or substitution;
- b. Identify the land in question and any existing sanitary sewers if appropriate, in relationship to the catchment in which it is situated;
- c. Include calculations to prove that the development will not adversely affect the existing catchment, upstream and downstream of the proposed development; and
- d. Include draft plans to show where the proposed sewer pipeline is to be located within the development, and where it is proposed to link into the existing Council's network of sanitary sewers.

12. The outline plan(s) shall include the details by which outdoor lighting and illuminated signage is provided and measures to mitigate any adverse effects on nearby properties.

13. Detailed entry and exit locations and layouts from the bus station to the busway shall be submitted as part of the outline plan(s).

14. The location of access points for High Occupancy Vehicles shall be submitted as part of the outline plan(s), to be accompanied by an assessment of safety, capacity and effects on the surrounding road network.

### **Construction Management Plan Conditions**

15. Prior to the commencement of any earthworks or construction activity on the designation site (excluding site investigations), the requiring authority shall ensure that a Construction Management Plan is submitted as part of the outline plan(s), subject to conditions on any relevant resource consents.

16. The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction of the work will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular the Construction Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate

remedial measures are implemented;

c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt; and

d. Procedures for handling any dust and ground vibration complaints.

17. The requiring authority shall ensure that the Construction Management Plan is complied with at all times during construction work.

18. That the requiring authority and its contractors shall, in addition to complying with all other construction-related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

19. The requiring authority shall advise neighbouring owners and occupiers of the date on which construction is to start, the expected duration of the works, and the telephone number of a contact person who is able to respond to queries.

### **Visual Impact Mitigation Conditions**

20. The Requiring Authority shall prepare a landscape mitigation plan as part of the outline plan(s) in general accordance with the plan in Appendix C of the Notice of Requirement.

21. This plan shall include all proposed planting (including species, specie sizes, densities, areas and locations), the planting programme and the maintenance programme. Such planting shall be implemented in the first planting season following commencement of operations at the station.

22. The landscape maintenance programme shall extend for a minimum of five years following implementation. It shall include performance standards specifying the minimum average growth rates and survival rates for planting, and shall include any practicable and reasonable maintenance measures including control of invasive weed species.

### **Noise Impact Mitigation Conditions**

23. The noise levels generated by the activities on the site shall not exceed the following maximum noise levels, as measured at any business zone site boundary:

*Table 1:*

<b>Mon-Sat inclusive 07:00hrs – 20:00hrs</b>	<b>Mon-Sat inclusive 20:00hrs – 23:00hrs</b>	<b>Sun &amp; Public Holidays 07:00hrs – 24:00hrs</b>	<b>All Other Times</b>
70 dBA L10	70 dBA L10	70 dBA L10	70 dBA L10

24. The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS6803P:1984 The Measurement and Assessment of Noise from Construction, Maintenance, and Demolition Work or any subsequent replacement Standard.

### **Advice Notes**

1. Prior to any works being commenced, the Requiring Authority should obtain all requisite resource consents required under the Resource Management Act 1991

2. In the event that construction, completion and operation of the bus station precedes the establishment of the North Shore Busway project, interim access to the motorway system is subject to the approval of the Regional State Highway Manager, New Zealand Transport Agency.

3. It is recommended that the Requiring Authority liaise with council traffic engineers so that appropriate measures are identified and taken to improve line of sight at the intersection of Sycamore Road with Sunset Road and at the access point from 217 Sunset Road onto Sunset Road. It is suggested such measures may include removal of a tree and earth mound adjacent to Sycamore Road, and trimming of trees adjacent to 217 Sunset Road.

## **Attachments**

No attachments.

## 1421 Albany Bus Station

Designation Number	1421
Requiring Authority	Auckland Transport
Location	250 Oteha Valley Road and 125 McClymonts Road, Albany
Rollover Designation	Yes
Legacy Reference	Designation 162, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Albany Bus Station - the construction, operation and maintenance of a busway station, park and ride facility, public car-parking as a secondary purpose as long as it does not negatively affect the primary park and ride facility, and associated works.

## Conditions

### Outline Plan(s)

1. Before any construction is commenced an Outline Plan(s) shall be submitted in terms of s. 176A of the Resource Management Act (1991) to council. The outline plan may be submitted in stages to reflect any proposed staging of the physical works. The outline plan(s) shall show those matters required to be included by s. 176A (3) of the Act and those matters specified in conditions 2 to 22 which follow.

### Traffic Management Plans

2. That the detailed entry and exit locations and layouts from the bus station to the Northern Motorway be submitted as part of the outline plans(s).

3. That the alignment of the roads referred to as Roads 1 and 4 in the amended plans submitted to the hearing on 26 October 2001 be submitted as part of the outline plans(s).

### Construction Management Plan Conditions

4. Prior to the commencement of any earthworks or construction activity on the designation site (excluding site investigations), the Requiring Authority shall ensure that a Construction Management Plan is submitted as part of the outline plan(s) subject to conditions on Auckland Regional Council resource consents.

5. The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent landowners and occupiers. In particular the Management Plan shall identify amongst other things:

a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;

b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;

- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt; and
  - d. Procedures for handling any dust and ground vibration complaints.
6. The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept on site.
7. The requiring authority and its contractors shall, in addition to complying with all other construction-related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.
8. The requiring authority shall advise neighbouring owners and occupiers of the date on which construction is to start, the expected duration of the works, and the telephone number of a contact person who is able to respond to queries.

**Services**

9. The Requiring Authority shall, during the preparation of the outline plan(s), take into account the location of existing infrastructure and utility services and have regard to the likely location of future infrastructure and utility services, and undertake consultation with the appropriate council departments and network utility operators as necessary to this intent.
10. In developing the site with stormwater facilities, the Requiring Authority shall take into account the provisions in the Lucas Creek Catchment Management Plan.

**Noise Impact Mitigation Conditions**

11. The noise levels generated by the activities on the site shall not exceed the following maximum noise levels, as measured at any business zone site boundary.

*Table 1:*

<b>Mon-Sat inclusive 0700hrs - 2000hrs</b>	<b>Mon-Sat inclusive 2000hrs - 2300hrs</b>	<b>Sun &amp; Public Holidays 0700hrs - 2400hrs</b>	<b>All Other Times</b>
65 dBA <u>L10</u>	65 dBA <u>L10</u>	65 dBA <u>L10</u>	65 dBA <u>L10</u>

12. That during construction, New Zealand Noise Standard NZS 6803: 1999 Acoustics – Construction Noise shall be complied with.

**Visual Impact Mitigation Conditions**

13. The Requiring Authority shall prepare a Landscape Mitigation Plan as part of the outline plan(s). The Plan shall take into account the recommendations contained in the report entitled ‘Landscape and Visual Impact Assessment – October 2001’ prepared by Melean Absolum Ltd. The Plan shall include all proposed planting (including species, specie sizes, densities, areas and location), the planting programme and the maintenance programme. The maintenance programme shall extend for a minimum of five years following implementation. It shall include performance standards specifying the minimum average growth rates and survival rates for planting, and shall include any practicable and reasonable maintenance measures including control of invasive weed species.
14. The outline plan(s) shall include the details of outdoor lighting and illuminated signage and the measures to mitigate any adverse effects on nearby properties.

### **Construction Document Condition**

15. The Requiring Authority shall provide as part of the outline plan(s) the construction documents including plans and specifications showing the full extent of the Proposed work or part thereof.

### **General Conditions**

16. The scope and extent of the works within the designated area shall be generally in accordance with the Notice of Requirement dated 15 June 2001 and the amended plan submitted to the hearing on 26 October 2001, subject to the conditions set out below.

17. That prior to any works being commenced, the Requiring Authority shall obtain all requisite resource consents required under the Resource Management Act 1991.

18. That at all times reasonable physical access be maintained to other properties.

19. All contract documentation for physical works shall include the designation conditions, the approved outline plans(s) and any other resource consents (including conditions) held for the project.

20. Should construction work uncover any archaeological remains, the Requiring Authority should immediately advise local Kaumatua of iwi claiming tangata whenua status in the immediate area and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without the prior consent of the Historic Places Trust.

21. That any land taken or held for the works be maintained to a reasonable standard until physical works commence.

22. Subject to Section 184 of the Resource Management Act 1991, the designation shall lapse on the expiry of 15 years after the date on which it is included in the Unitary Plan.

### **Attachments**

No attachments.

## 1422 North Shore Busway - Onewa Road

Designation Number	1422
Requiring Authority	Auckland Transport
Location	Onewa Road and Sylvan Avenue, Northcote
Rollover Designation	Yes
Legacy Reference	Designation 171, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

To enable modifications to be undertaken in the vicinity of the Onewa Road and Sylvan Avenue intersection to provide priority access to the North Shore Busway for buses/high occupancy vehicles, and improving the safety and efficiency of the intersection and the Onewa Interchange.

## Conditions

The conditions below apply:

1. General Conditions
2. Duration of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6, and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions (other than 7.8)
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v) and 10.3)
11. Construction Management Conditions

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in "Volume 3 – A3 Plans" forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority

shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition Deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and

b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.

3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

## **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is



unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

## **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in AC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;
- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the Auckland Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the NZTA Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with

NZS 6803P:1984 “The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”.

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet NZTA Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled ‘Technical Review of Geotechnical and Civil Engineering Issues’ – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley

Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10. Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
- e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension (This condition shall apply only to Notice of Requirement 8).

10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;

- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
- e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
- f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.

11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

### **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

### **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

### **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled “Building Locations Takapuna Normal Intermediate School”) prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 ‘Ventilation Requirements for acceptable indoor air quality’ and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

- a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary that are required to be removed for construction of the Busway; and
- b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

### **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

- a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape

development of Smales Farm; and

b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

#### **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 (“the properties”), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled “Proposed Planting to Mitigate Busway” **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties’ western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

- a. To be located along the properties’ western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;
- b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;
- c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;
- d. Fence posts and framework to be specified by engineering design;
- e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and
- f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

#### *Advice note:*

It is the Requiring Authority’s intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan “Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609” (the affected area”) shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners’ properties

#### **18. Bateman Property**

##### **Stormwater**

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);

- b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;
- c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;
- e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:
  - i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
  - ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
  - iii. To undertake grass seedling over the four metre widening of the berm.

*Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

**Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

**Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled “North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2”) to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

**Attachments**



No attachments.

## 1423 Akoranga Station

Designation Number	1423
Requiring Authority	Auckland Transport
Location	20 Takapuna Landing, Takapuna
Rollover Designation	Yes
Legacy Reference	Designation 172, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Akoranga Station - for the construction, operation and maintenance of roads, buildings, facilities and amenities (including any ancillary structures, works, or activities) for the purpose of providing a rapid transit facility for buses and high occupancy vehicles.

## Conditions

The conditions below apply:

1. General Conditions
2. Duration of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions except that:
  - Condition 10.2 shall not apply
  - Condition 10.1(ii) applies only to Notice 8 – Westlake
  - Condition 10.1(iv) applies only to Notices 8 and 9 – Westlake and Sunnynook
  - Condition 10.1(v) applies only to Notice 8 – Westlake
  - Condition 10.3 applies only to Notice 8 – Westlake
11. Construction Management Conditions
14. Westlake Girls High School applies only to Notice 8 – Westlake
18. Bateman: Stormwater Conditions applies only to Notice 9 – Sunnynook (other than Condition 18.1(i)).

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in “Volume 3 – A3 Plans” forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition Deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

- a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and
- b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.

3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall

apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

#### **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

#### **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in AC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following

consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;
- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the Auckland Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the NZTA Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet NZTA Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues' – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10 . Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
- e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension (This condition shall apply only to Notice of Requirement 8).

10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
- e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
- f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.



11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

## **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

## **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

## **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled “Building Locations Takapuna Normal Intermediate School”) prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 ‘Ventilation Requirements for acceptable indoor air quality’ and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary

that are required to be removed for construction of the Busway; and

b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

#### **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and

b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

#### **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 ("the properties"), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled "Proposed Planting to Mitigate Busway" **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties' western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

a. To be located along the properties' western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground

level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;

b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;

c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;

d. Fence posts and framework to be specified by engineering design;

e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and

f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

#### *Advice note:*

It is the Requiring Authority's intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan "Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609" (the affected area") shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in

the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners' properties

## **18. Bateman Property**

### **Stormwater**

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);
- b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;
- c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;
- e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:
  - i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
  - ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
  - iii. To undertake grass seedling over the four metre widening of the berm.

### *Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

### **Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

### **Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled "North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2") to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the

construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

## **Attachments**

No attachments.

## 1424 Akoranga Station Link Road - Takapuna Landing

Designation Number	1424
Requiring Authority	Auckland Transport
Location	Takapuna Landing, Takapuna
Rollover Designation	Yes
Legacy Reference	Designation 173, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Akoranga Station Link Road - for the construction, operation and maintenance of a road.

## Conditions

The conditions below apply:

1. General Conditions
2. Duration of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v), 10.2 and 10.3)
11. Construction Management Conditions (including measures addressing the contaminated nature of Barrys Point Reserve and potential remediation measures.

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in "Volume 3 – A3 Plans" forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition Deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

- a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and
- b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.

3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

## **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior

consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

## **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in AC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;
- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the Auckland Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the NZTA Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and



Demolition Work”.

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet NZTA Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled ‘Technical Review of Geotechnical and Civil Engineering Issues’ – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled ‘Technical Review of Geotechnical and Civil Engineering Issues – November

2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10 . Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
- e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension (This condition shall apply only to Notice of Requirement 8).

10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond

- the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
  - e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
  - f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.

11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to

allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

### **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

### **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

### **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled "Building Locations Takapuna Normal Intermediate School") prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 'Ventilation Requirements for acceptable indoor air quality' and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

- a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary that are required to be removed for construction of the Busway; and
- b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

### **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

- a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and

b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

#### **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 (“the properties”), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled “Proposed Planting to Mitigate Busway” **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties’ western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

- a. To be located along the properties’ western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;
- b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;
- c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;
- d. Fence posts and framework to be specified by engineering design;
- e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and
- f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

#### *Advice note:*

It is the Requiring Authority’s intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan “Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609” (the affected area”) shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners’ properties

#### **18. Bateman Property**

##### ***Stormwater***

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);
- b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on

the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;

c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;

e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:

- i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
- ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
- iii. To undertake grass seedling over the four metre widening of the berm.

*Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

**Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

**Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled "North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2") to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

## Attachments

No attachments.

## 1425 Akoranga Pedestrian Overbridge

Designation Number	1425
Requiring Authority	Auckland Transport
Location	20 Takapuna Landing (Akoranga Station), Takapuna (over State Highway 1) to 72 Akoranga Drive (Akoranga Campus), Northcote
Rollover Designation	Yes
Legacy Reference	Designation 174, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Akoranga Pedestrian Overbridge - for the construction, operation and maintenance of a pedestrian overbridge.

## Conditions

The conditions below apply:

### 1. General Conditions

1.9 No works in relation to the proposed overbridge shall be undertaken until such time as works have commenced in relation to the Akoranga Station.

### 2. Duration of Designation

### 3. PMP and Outline Plans

### 6. Landscape Mitigation Conditions

### 8. Geotechnical Mitigation Conditions

### 11. Construction Management Conditions

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in "Volume 3 – A3 Plans" forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council

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and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and

b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.

3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

## **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

## **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in AC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;

- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the Auckland Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the Transit NZ Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet Transit Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues' – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during

construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10 . Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
- e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension (This condition shall apply only to Notice of Requirement 8).

10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to

- each property owner affected following consultation with affected property owners;
- e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
  - f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.

11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are

granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

### **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

### **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

### **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled “Building Locations Takapuna Normal Intermediate School”) prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 ‘Ventilation Requirements for acceptable indoor air quality’ and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

- a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary that are required to be removed for construction of the Busway; and
- b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

### **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

- a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and
- b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

### **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 (“the properties”), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled “Proposed Planting to Mitigate Busway” **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties’ western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

- a. To be located along the properties’ western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;
- b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;
- c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;
- d. Fence posts and framework to be specified by engineering design;
- e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and
- f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

*Advice note:*

It is the Requiring Authority’s intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan “Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609” (the affected area”) shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners’ properties

### **18. Bateman Property**

#### **Stormwater**

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);
- b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such



widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;

c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;

e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:

- i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
- ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
- iii. To undertake grass seedling over the four metre widening of the berm.

*Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

**Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

**Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled "North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2") to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

## Attachments

No attachments.

## Attachments

No attachments.

## 1426 Westlake Station

Designation Number	1426
Requiring Authority	Auckland Transport
Location	Shakespeare Road (adjoins 78 Taharoto Road), Takapuna
Rollover Designation	Yes
Legacy Reference	Designation 175, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Westlake Station - for the construction, operation and maintenance of roads, buildings, facilities and amenities (including any ancillary structures, works, or activities) for the purpose of providing a rapid transit facility for buses and high occupancy vehicles.

## Conditions

The conditions below apply:

1. General Conditions
2. Duration of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions except that:
  - Condition 10.2 shall not apply
  - Condition 10.1(ii) applies only to Notice 8 – Westlake
  - Condition 10.1(iv) applies only to Notices 8 and 9 – Westlake and Sunnynook
  - Condition 10.1(v) applies only to Notice 8 – Westlake
  - Condition 10.3 applies only to Notice 8 – Westlake
11. Construction Management Conditions
14. Westlake Girls High School applies only to Notice 8 – Westlake
18. Bateman: Stormwater Conditions applies only to Notice 9 – Sunnynook (other than Condition 18.1(i)).

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in “Volume 3 – A3 Plans” forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below. Provided that in respect to the design of the acoustic wall located on Shakespeare Road adjoining Westlake Girls High School, that part of the wall located in Shakespeare Road to the east of the existing music block, shall be constructed in accordance with the Marshall Day Acoustic Limited letter dated November 2017 and associated Athfield Architect Plan SK-035.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

- a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and
- b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.

3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

#### **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

#### **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in AC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;
- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway, provided that this does not apply to the 1.3m high acoustic fence on the common boundary between Shakespeare Road and Westlake Girls High School;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the Auckland Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the NZTA Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited. Provided that the acoustic wall which is located on the common boundary between Shakespeare Road and Westlake Girls High School shall be constructed in accordance with the Marshall Day Acoustic Limited letter dated November 2017 and associated Athfield Architect plan SK-035.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet NZTA Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway

and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

c. Provided that clauses (a) and (b) above shall not apply in respect to the following two structures located within Westlake Girls High School grounds, being – (1) the Event Centre, and (2) the eastern end of the music block which is protected by a 2m high concrete acoustic wall located within Westlake Girls High School.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues' – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10 . Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
- e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension (This condition shall apply only to Notice of Requirement 8).



10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
- e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
- f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.

11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

## **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

## **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

## **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled "Building Locations Takapuna Normal Intermediate School") prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 'Ventilation Requirements for acceptable indoor air quality' and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

- a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary that are required to be removed for construction of the Busway; and
- b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

## **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

- a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and
- b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

## **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 ("the properties"), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled "Proposed Planting to Mitigate Busway" **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties' western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

- a. To be located along the properties' western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;
- b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;
- c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;
- d. Fence posts and framework to be specified by engineering design;
- e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and
- f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

### *Advice note:*

It is the Requiring Authority's intention to construct the fence as part of the enabling works during

2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan "Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609" (the affected area") shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners' properties

## **18. Bateman Property**

### **Stormwater**

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);
- b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;
- c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;
- e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:
  - i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
  - ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
  - iii. To undertake grass seedling over the four metre widening of the berm.

### *Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

### **Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the

northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

### **Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled “North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2”) to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

## **Attachments**

No attachments.

## 1427 Sunnynook Station

Designation Number	1427
Requiring Authority	Auckland Transport
Location	168Z Sunnynook Road, Sunnynook
Rollover Designation	Yes
Legacy Reference	Designation 176, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Sunnynook Station - for the construction, operation and maintenance of roads, buildings, facilities and amenities (including any ancillary structures, works, or activities) for the purpose of providing a rapid transit facility for buses and high occupancy vehicles.

## Conditions

The conditions below apply:

1. General Conditions
2. Duration of Designation
3. PMP and Outline Plans
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions except that:
  - Condition 10.2 shall not apply
  - Condition 10.1(ii) applies only to Notice 8 – Westlake
  - Condition 10.1(iv) applies only to Notices 8 and 9 – Westlake and Sunnynook
  - Condition 10.1(v) applies only to Notice 8 – Westlake
  - Condition 10.3 applies only to Notice 8 – Westlake
11. Construction Management Conditions
14. Westlake Girls High School applies only to Notice 8 – Westlake
18. Bateman: Stormwater Conditions applies only to Notice 9 – Sunnynook (other than Condition 18.1(i)).

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in “Volume 3 – A3 Plans” forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

- a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and
- b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.

3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall

apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

#### **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

#### **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in AC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following



consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;
- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to maximise integration with the general form of the surrounding landscape;
- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the Auckland Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the NZTA Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet NZTA Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues' – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10 . Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and
- e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension (This condition shall apply only to Notice of Requirement 8).

10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
- e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
- f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.

11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

## **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

## **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

## **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled "Building Locations Takapuna Normal Intermediate School") prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 'Ventilation Requirements for acceptable indoor air quality' and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary

that are required to be removed for construction of the Busway; and

b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

#### **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and

b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

#### **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 ("the properties"), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled "Proposed Planting to Mitigate Busway" **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties' western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

a. To be located along the properties' western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground

level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;

b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;

c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;

d. Fence posts and framework to be specified by engineering design;

e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and

f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

#### *Advice note:*

It is the Requiring Authority's intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan "Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609" (the affected area") shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in

the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners' properties

## **18. Bateman Property**

### **Stormwater**

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a – 1c, **attached**);
- b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;
- c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;
- e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:
  - i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;
  - ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and
  - iii. To undertake grass seedling over the four metre widening of the berm.

### *Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

### **Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

### **Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled "North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2") to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the

construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

## **Attachments**

No attachments.



## 1428 Constellation Drive Station

Designation Number	1428
Requiring Authority	Auckland Transport
Location	62 Parkway Drive, Rosedale
Rollover Designation	Yes
Legacy Reference	Designation 177, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Constellation Drive Station - for the construction, operation and maintenance of roads, buildings, facilities and amenities and park and ride facilities (including a Busway control room and any ancillary structures, works and activities) for the purpose of providing a rapid transit facility for buses and high occupancy vehicles.

## Conditions

The conditions below apply:

1. General Conditions (with appropriate amendments to refer to the separate assessments undertaken which specifically relate to the Constellation Drive Station).
  - 1.10 A formal review of the adequacy of parking provision at the Station shall be carried out within twelve months of commencement operations at the Station and within a period of six months from any date if requested by the Auckland Council. The review shall include preparation of a report by a suitably qualified and experienced traffic engineer analysing the on site car parking demand and supply situation based on surveys within and around the busway Station site and identifying any adverse effects and possible mitigation methods, which may form the basis for any further or amended conditions relating to car parking and parking management.
  - 1.11 The Sunset Road access is to be limited to use by authorised busway users only, with appropriate signage being raised to this effect.
2. Duration Of Designation
3. PMP and Outline Plan
4. Archaeological Mitigation Conditions (other than 4.3 and 4.4)
5. Ecological Mitigation Conditions (other than 5.5, 5.6 and 5.7)
6. Landscape Mitigation Conditions
7. Noise Mitigation Conditions (other than 7.8)
8. Geotechnical Mitigation Conditions
9. Vibration Mitigation Conditions
10. Traffic Mitigation Conditions (other than 10.1(ii), (iv) and (v), 10.2 and 10.3)
11. Construction Management Conditions

### 1. General Conditions

1.1 The scope and extent of the works envisaged within the designation shall be generally in accordance with the Notices of Requirement, the plans contained in "Volume 3 – A3 Plans" forming part of the documentation supporting the Notice of Requirement, and the relevant detailed plans in the Technical Reports in Volume 5, subject to the final design and the conditions set out below.

1.2 Prior to any works being commenced in particular location(s) of work, the Requiring Authority shall obtain all requisite resource consents for the location(s) affected under the Resource Management Act 1991.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

1.4 At all times reasonable vehicular access shall be maintained to private properties not directly affected by construction and/or operation in the area affected. Where private properties are directly affected by construction and/or operations causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which vehicular access is prevented.

1.5 A permanent liaison position from within the joint Project Governance Team of Auckland Council and the Requiring Authority will be appointed for the duration of the project. This person is to be available for ongoing consultation on all matters of concern to affected persons.

1.6 All contract documentation for physical works shall include reference to the designation conditions, any other resource consents (including conditions) and any approved mitigation or outline plan(s) held for the project.

1.7 Where requested by the owners, the Requiring Authority shall physically peg out the extent of the alignment in individually affected properties once the designation has been confirmed or all appeals have been determined, whichever is the later.

## **2. Duration of the Designation Condition Deleted**

### **3. Project Management Plans (PMP) and Outline Plans**

3.1 The requiring authority shall prepare a PMP which shall include mitigation/management plans as referred to in conditions 5, 6, 7, 8, 9, 10 and 11. 3.2.

No works shall be undertaken in any particular location(s) until:

- a. The PMP, or such part(s) of the PMP as are relevant to the location(s) are approved in the manner provided for in condition 3.3; and
  - b. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (*RMA*) in relation to the works in the location(s), are approved in the manner provided in condition 3.3.
- 3.3

Approvals pursuant to condition 3.2(a) shall be obtained from the General Manager of Environmental Services, Auckland Council, and a senior regulatory officer of the Auckland Council who is at the time of the approval a member of the Project Governance Team for the management of the works (*the approval officers*).

#### *Advice Note:*

Where an outline plan or plans are required by section 176A RMA for works in any particular location(s) and the approval officers agree that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 RMA, then the Council may waive the requirement for an Outline Plan.

3.4 The works shall only be undertaken in accordance with an approved PMP and outline plan (where required).

3.5 If for any reason the PMP is not approved, the outline plan procedure under s 176A shall apply. For the avoidance of any doubt, the mitigation/management plans prepared under conditions 5, 6, 7, 8, 9, 10 and 11 shall be included with any outline plan lodged for approval pursuant to s 176A.

## **4. Archaeological Mitigation Conditions**

4.1 If construction work uncovers any archaeological remains, the Requiring Authority will immediately advise local iwi and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. (All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without prior consent of the Historic Places Trust).

4.2 That all recorded archaeological sites and other cultural heritage sites in the vicinity of the works shall be clearly marked on the construction plans.

4.3 Any significant native trees removed from Smiths bush as part of the works to construct the busway shall be offered as gifts to Te Hao o Ngati Whatua and/or Ngati Whatua o Orakei.

4.4 Preliminary earthworks in the vicinity of Onewa Road and Sylvan Ave realignment will be monitored by a suitably qualified and experienced archaeologist.

## **5. Ecological Mitigation Conditions**

5.1 The PMP shall include an Ecological Mitigation Plan prepared by a suitably qualified and experienced ecologist who shall have regard to:

- i. The recommendations contained in the audit by Shona Myers – Natural Heritage Scientist, ARC as to planting and the implementation of mitigation measures;
- ii. The planting of appropriate plant species as identified in ARC Technical Publication 148: Riparian Zone Management: Strategy for the Auckland Region, June 2001.

5.2 The Plan shall provide for:

- i. Planting in riparian zones where consent of the landowner is obtained;
- ii. Mitigation of potential coastal effects.

5.3 Wherever practicable, any disturbance of existing vegetation shall be avoided.

5.4 Where riparian vegetation disturbance cannot be practicably avoided, the Requiring Authority shall take care that any necessary disturbance is minimised as far as practicable. For the avoidance of doubt, this condition is not intended to prohibit necessary disturbance, which is defined as including, but is not limited to, vegetation clearance, the construction and operation of all roads, depots, storage facilities and spoil disposal areas.

5.5 The PMP shall include a plan of the proposed works within the eastern remnant of Smiths Bush in sufficient detail to determine the impact on existing vegetation and the Requiring Authority shall undertake its best endeavours to minimise the removal of vegetation from Smiths Bush.

5.6 All works within the eastern remnant of Smiths Bush shall be supervised by a suitably qualified and experienced arboriculturist.

5.7 As a means of attempting to retain the overall ecological viability of Smiths Bush, any vegetation removed from the eastern remnant of the bush shall be replaced where practicable in accordance with a native tree planting and maintenance regime approved under condition 3.3. and following consultation with appropriate staff at the Auckland Council.

## **6. Landscape Mitigation Conditions**

6.1 The PMP shall include a Landscape Mitigation Plan prepared by a suitably qualified and experienced landscape architect who shall have regard to:

- a. The Landscape Mitigation Plan prepared by LA4 Landscape Architects and contained in the Esmonde Interchange Project: Assessment of Environmental Effects Volume 10c; and
- b. The recommendations contained in the audits by Melean Absolum and Chris Boucher.

6.2 The Landscape Mitigation Plan shall provide for:

- a. The integration of the proposed works into the surrounding landscape;
- b. Appropriate consideration of the angle and extent of batter slopes;
- c. Appropriate screening of existing land-uses along Fred Thomas Drive;
- d. Design of borrow and disposal areas for excess fill to avoid significant visual impact, and to

maximise integration with the general form of the surrounding landscape;

- e. Ecological mitigation measures (eg revegetation) required in accordance with the Ecological Mitigation Condition;
- f. Mitigation of effects on properties in the vicinity of the busway;
- g. Noise mitigation measures (eg noise barriers) required in accordance with the Noise Mitigation Conditions and the screening of such measures with planting between barriers and the busway carriageway;
- h. Detailed designs of the acoustic barriers, retaining walls, and earth bunds in conjunction with the engineers where necessary; and
- i. The identification of existing trees and vegetation sited on the boundary of the Busway designation that ought to be retained for screening purposes.

6.3 The Landscape Mitigation Plan shall include details of:

- j. All proposed planting (including species, species size, densities, areas and locations);
- k. The planting programme;
- l. The maintenance programme. This programme shall include details of weed control, performance standards specifying allowable percentage survival rates, and replacement of any planting features;
- m. The sufficiency of the soil medium to sustain all planting proposed; and
- n. An appropriate maintenance regime.

6.4 All landscape mitigation planting shall be implemented during the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity thereafter. Following completion of planting, the Requiring Authority shall submit to the North Shore City Council a report by the landscape architect on the implementation of the landscape plan.

6.5 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.

6.6 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

## **7. Noise Mitigation Conditions**

7.1 The project shall, as a minimum standard, be designed and constructed to comply with the limits within the NZTA Guidelines for the Management of Traffic Noise for State Highway Improvements and with the acoustic report 'North Shore Busway Project, SH1 busway, Report No 97245B' by Marshall Day Acoustic Limited.

7.2 The PMP shall include a Noise Mitigation Plan prepared by a suitably qualified noise consultant. The purpose of the plan is to describe the methods by which noise associated with traffic using the roading and the bus stations within the designation will be made to comply with specified noise limits at all affected dwellings and schools in the vicinity of the area affected. Where the ambient sound level is required to determine design limits then this shall be done prior to construction commencing.

7.3 The Requiring Authority shall ensure that all construction works are carried out in accordance with NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

7.4 The PMP shall include a Construction Noise Management Plan. The purpose of the Plan is to describe the methods by which noise associated with the construction of the work will be managed to comply with condition 7.3 above. In particular, the Construction Noise Management Plan shall identify:

- a. The location of permanent acoustic fences to be installed prior to the commencement of the main construction works;
- b. Methods of managing noise;
- c. Noise monitoring methods, including details of methods, equipment, location and frequency;
- e. Contingency measures in the event of any incidence of non-compliance; and
- f. Procedures for handling noise complaints.

7.5 Where the requirements of condition 7.4 are unable to be met, the alternative strategies that have been developed following consultation with affected landowners will be implemented. Such alternatives may include, but not be limited to, temporary relocation of occupiers, compensation for occupiers and purchase of the affected properties.

7.6 Construction works shall at all times be undertaken in accordance with the Construction Noise Management Plan.

7.7 Where practicable, acoustic barriers required to meet NZTA Noise Guidelines in particular locations, shall be erected prior to commencement of the construction works in those locations.

7.8 Where temporary acoustic barriers are proposed in the Marshall Day Report, and where their retention would result in effective traffic noise reduction for residents or educational facilities, they shall be built to a standard such that the barriers will be able to remain permanently in place at heights approved under condition 3.3, taking into consideration traffic noise reduction visual and landscaping factors and consultation with adjoining property owners.

7.9 Unless:

- a. Otherwise agreed between Ministry of Education (MOE) and the requiring authority; or
- b. MOE agrees to compensation with the Requiring Authority for the noise effects from the Busway and associated new works; where *additional* traffic noise resulting from the Busway or associated new works increases above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any classroom, then the requiring authority shall, immediately following commissioning of the Busway, implement mitigation measures which result in the noise level not *exceeding* 45 dBA Leq, or the ambient noise level *existing* prior to the establishment of the Busway, whichever is the higher. This noise level shall be achieved together with the ventilation requirements of The New Zealand Building Code, Clause C4.

## **8. Geotechnical Mitigation Condition**

8.1 A Geotechnical Mitigation Plan shall be prepared by a suitably qualified Geotechnical Engineer in consultation with Auckland Council. The plan shall be submitted to the Auckland Council prior to construction of any stage and shall take into account the recommendations of the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues' – November 2001.

## **9. Vibration Mitigation Conditions**

9.1 The PMP shall include a Vibration Mitigation Plan having regard to the report prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001'. This Mitigation plan shall include details of how the works will comply with the requirement of German Standards DIN4150 "Structural Vibration in Buildings – Effects on Structures" during construction and shall take into account the recommendations.

9.2 A dilapidation survey of 'at risk' buildings, as per the recommendations of the audit prepared by Riley Consultants entitled 'Technical Review of Geotechnical and Civil Engineering Issues – November 2001', shall be undertaken prior to during and after completion of the construction works, provided the consent of any landowner and/or occupier can be obtained.

## **10 . Traffic Mitigation Conditions**

10.1 The PMP shall include a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall include:

- a. Methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
- b. Methods of helping to accommodate the bus transport needs of pupils of Westlake Girls' High School through the development and operation of Westlake Station and the busway system, in the light of consultation with the School;
- c. Methods of limiting the use of the busway to emergency vehicles and no more than 350HOVs (excluding buses) per hour north of Esmonde Road, including a restriction on the access of HOVs through Constellation Drive Station to no more than 350HOVs;
- d. Details of a monitoring programme to be undertaken detailing the demand for car parking in the

vicinity of the Sunnynook Station and Westlake Station prior to the opening of the Station and at regular intervals (a minimum of 2 per annum) for a minimum period of five years following the opening of the Station to the public and measures to manage any such demand. (This condition shall only apply to Notices of Requirement 8 and 9); and

e. Details of pedestrian access to be provided within the Westlake Bus Station and along Shakespeare Road Extension. (This condition shall apply only to Notice of Requirement 8).

10.2 In order to prevent potentially significant traffic disruption during and after construction, the existing Onewa Interchange shall continue to be fully operational (that is in the manner in which it currently operates) until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

10.3 The public use of the Westlake Station shall not be allowed until such time as the works proposed as part of the Esmonde Interchange project have been completed and the Esmonde Interchange is fully operational.

## **11. Construction Management Conditions**

11.1 The PMP shall include a Construction Management Plan which shall refer to all conditions imposed on any relevant resource consents granted by the Auckland Regional Council.

11.2 The purpose of the Construction Management Plan is to set out methods by which any dust nuisance from construction will be avoided or minimised and by which the possibility of ground vibration during construction can be notified to adjacent land owners and occupiers. In particular, the Management Plan shall identify amongst other things:

- a. Specific methods by which dust will be managed, including cleaning vehicle tyres before vehicles enter public roads, wetting or covering surfaces and replanting disturbed areas;
- b. Contingency measures to ensure that, in the event of any dust nuisance arising, immediate remedial measures are implemented;
- c. Procedures for prior notification of the use of machinery likely to generate vibration effects beyond the area of the designation to properties where ground vibration may be felt;
- d. The means by which loss of vehicle access to be (sic) properties will minimise inconvenience to each property owner affected following consultation with affected property owners;
- e. Methods of ensuring pedestrian safety along public footpaths and particularly where works are proposed in close proximity to any school;
- f. Procedures for handling any dust and ground vibration complaints; and .

In respect of Takapuna Normal Intermediate School the Management Plan shall include measures to address the following, in consultation with the School:

- i. Preventing students from gaining access to the construction site via the parking area off Northcote road or Smiths bush by the erection of such gates or fencing as may be agreed to by the School and the Requiring Authority;
- ii. Control of construction traffic moving between the construction site and Northcote Road so as to encourage the safe movement of students along Northcote Road; and
- iii. Minimising any adverse effects of construction on the playing field, in particular, dust nuisance.

11.3 The Requiring Authority shall ensure that the Construction Management Plan is complied with at all times during construction and that a copy is kept at all site offices.

11.4 The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

11.5 The Requiring Authority shall advise neighbouring owners and occupiers in the vicinity of the affected area of the date on which construction is to start, the expected duration of the work, and the telephone number of Site Liaison Officer who is able to respond to queries.

11.6 The location and extent of each stage of the site works will be identified and the Auckland Council advised of the construction timetable.

11.7 The earthworks contractor shall be required to maintain the stability of the land and property at

the boundary of the site by the best practicable method and to monitor that such works are and remain effective.

11.8 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the Requiring Authority's expense.

11.9 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. It is the Requiring Authority's responsibility to remedy any damages to the public drains that may occur during construction.

11.10 Protected vegetation areas and trees identified in the Landscape Mitigation Plan are to be retained and protected. Other sensitive areas of the site are to be identified and marked for protection prior to the commencement of works.

11.11 Spoil from earthworks, surplus to site requirements, shall be disposed of at an approved landfill site.

## **12. Exmouth Road Pedestrian Overbridge**

12.1 The Requiring Authority will use its best endeavours to obtain all necessary resource consents to allow reinstatement of the existing Exmouth Road pedestrian overbridge in the same or a similar location but extended to provide access across the bus lane to the foreshore. If such consents are granted the Requiring Authority shall reinstate the overbridge prior to the consents lapsing.

## **13. Westlake Boys High School**

13.1 The School accessway, adjoining the western boundaries of the Altona road properties and connecting the northern and southern playing fields, shall be constructed with a minimum width of 4m and designed so that service vehicles and pedestrians can obtain safe and convenient access.

13.2 The western embankment adjoining the southern playing fields of the School shall be planted with *Alnus incana* and *Alnus rubra* at a size and spacing to be detailed within the Landscape Mitigation Plan.

13.3 The Requiring Authority shall use its best endeavours to undertake construction of the works in the area adjoining the northern playing fields during the School Summer holidays (approximately 10 December – 31 January the following year).

## **14. Westlake Girls High School**

14.1 The Requiring Authority shall use its best endeavours to ensure that the pin oak trees along the western boundary of the School are retained.

14.2 The Requiring Authority shall use its best endeavours to undertake construction of the works along the School boundary during the School Summer holidays (approximately 10 December – 31 January the following year).

## **15. Takapuna Normal Intermediate School**

15.1 A permanent 1.8 metre close boarded and battened wooden fence shall be erected along the western boundary of the school (as identified in the **attached** plan titled "Building Locations Takapuna Normal Intermediate School") prior to commencement of construction of the Busway.

15.2 Where the operation of the Busway results in increases in traffic noise above 45 dBA Leq (0830 to 1530 hrs Monday to Friday) in any existing Takapuna Normal Intermediate School classroom with windows open (identified in the **attached** plan), then the requiring authority shall implement mitigation measures which result in the noise level not exceeding either 45 dBA Leq, or the ambient noise levels existing prior to the establishment of the Busway, whichever is higher. This noise level shall be achieved together with the ventilation requirements of the New Zealand Building Code, Clause G4 and New Zealand Standard 4303:1990 'Ventilation Requirements for acceptable indoor air quality' and in particular the requirements for educational institutions.

15.3 The Requiring Authority shall provide for:

- a. Replanting, or replacement where replanting is not practicable, of trees along the western boundary that are required to be removed for construction of the Busway; and
- b. Planting along the inside of the 1.8 metre fence (as described in condition 15.1) to mitigate the visual impact of the fence.

#### **16. Smales Farm**

16.1 The requiring authorities shall consult with a liaison person appointed by Shea Investments Limited and Betty Leila Holdings Limited in respect of:

- a. The detailed landscape plan to be prepared for the Busway in the vicinity of Smales Farm, for the purpose of ensuring that the landscaping for the Busway is integrated with the landscape development of Smales Farm; and
- b. That part of the Traffic Mitigation Plan that relates to Shakespeare Road Extension and Westlake Bus Station.

#### **17. T D Jane, L J & M F Bilton & A S & S J Church**

17.1 Subject to access being granted by the landowners of the properties legally described as Lot 127, DP 56740 (CT 9C/703), Lot 128, DP 56740 (CT C/104) and Lot 129, DP 56740 ("the properties"), the Requiring Authority will implement the landscaping plan prepared by LA4 Landscape Architects for the properties (titled "Proposed Planting to Mitigate Busway" **attached**) and any amendments to the planting shown on the plan as reasonably agreed between the landowners and the Requiring Authority. Failing agreement within 12 months of completion of construction of the fence, the Requiring Authority shall implement the LA4 landscaping plan (or its equivalent in value).

17.2 The Requiring Authority shall construct a fence on the properties' western boundaries prior to construction of the Project commencing adjacent to the landowners properties. The fence shall have the following specifications:

- a. To be located along the properties' western legal boundaries at 2 metres above ground level (as at 16 May 2003) at 7 and 10 Altona Road, and at 2 metres and rising to 2.5 metres above ground level at the northern end at 9 Altona road, for the full length of the boundaries of those properties;
- b. To be constructed of exterior grade (marine) plywood having a thickness of 17.5 mm or more;
- c. Plywood panels to be bolted to a framework so as to ensure no gaps or cracks and to meet the surface of the ground at their lower edge;
- d. Fence posts and framework to be specified by engineering design;
- e. NZTA shall construct gates in the fence if requested by the landowners of 7 and 9 Altona Road; and
- f. To be certified by an engineer as having a design life of 20 years (except that certification of the design life of the fence shall not apply to any gates requested to be constructed).

#### *Advice note:*

It is the Requiring Authority's intention to construct the fence as part of the enabling works during 2003 or by April 2004 at the latest.

17.3 Any construction activities exceeding the Construction Standard set out in condition 7.3 between chainage 13200 to 13000 shown on the designation plan "Harbour Bridge to Constellation Drive Designation Plans Westlake Boys High School, Drawing No. 7716C609" (the affected area") shall be undertaken between the hours of 8.00am – 6.00pm on weekdays only and shall exclude the two weeks following Christmas Eve. For the avoidance of any doubt, condition 7.5 relating to works exceeding the Construction Standard continues to apply to the landowners as affected parties.

17.4 The Requiring Authority shall undertake earthworks in the affected area in one stage.

17.5 The Requiring Authority shall consult with the landowners on the mitigation plans referred to in the conditions 5, 6, 7, 8, 9, 10 and 11 on the designation insofar as the mitigation plans affect the landowners' properties

#### **18. Bateman Property**

##### **Stormwater**

18.1 As part of the busway construction works, NZTA and Auckland Council shall provide the following measures to address stormwater effects:

- a. NZTA shall pipe the existing drain from chainage 15100 down to 14960 (see Figs 1a –



1c, **attached**);

b. NZTA and Auckland Council shall widen by 4m the motorway side of the existing drain located on the eastern side of the motorway, from the level of the top of the present vertical concrete wall, from chainage 14960m to Sunnynook Road Culvert (as shown on the **attached** Figs 1a – 1c), such widening shall be at a grade as flat as possible from the existing concrete wall, consistent with efficient fall;

c. Auckland Council shall use its best endeavours to reduce the volume of debris caught on the central wall of the Sunnynook Road Culvert by reshaping the leading edge of the central wall;

e. NZTA and Auckland Council shall undertake the following measures to avoid slope instability and scour:

i. Provide a batter toe restraint retaining wall to buttress the lower position of the batter;

ii. Construct a gabion wall or timber pole wall to support the toe restraint retaining wall; and

iii. To undertake grass seedling over the four metre widening of the berm.

*Advice Note:*

It is recorded that Mr Bateman has agreed to provide access to NZTA and Auckland Council or their contractors to enable them to undertake any drainage improvement works required within or adjacent to the Bateman family property.

**Noise**

18.2 NZTA shall construct a concrete 0.8 metre high barrier between the Busway and the property in compliance with the letter from Marshall Day Acoustics Limited dated 18 December 2002 (**attached** as Appendix 1). The detailed design of this barrier is to be finalized as part of the busway detailed design.

18.3 NZTA shall construct a 0.8 metre high solid concrete New Jersey Barrier on top of the retaining wall between the motorway and the busway as also described in Appendix 1; the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.4 NZTA shall construct a 1.8 metre high barrier at the rear of the Sunnynook Station between the proposed bus shelter and the end of the platform to mitigate any reflection of noise from the northbound bus shelter, the detailed design of this barrier is to be finalised as part of the busway detailed design.

18.5 NZTA agrees that any retaining wall to be constructed for the purposes of the Sunnynook Station shall be constructed from non-reflective materials to mitigate any potential noise effects.

**Landscaping**

18.6 NZTA shall undertake screen planting, consisting of native trees, shrubs and ground cover between Sunnynook Station, the busway and the property, as shown on the **attached** plan (titled "North Shore Busway Project: Amended Landscape Development for Sunnynook Bus Station, Figure 2") to provide effective screening. The planting, including the planting shown on the embankment between the busway and the motorway, will be undertaken as soon as practicable following the construction works and within the first planting season to provide effective screening.

18.7 The landscaping and planting provided for under clause 18.6 shall be planted at Pb28 grade so that the plants are approximately 1.5 metres high when planted.

18.8 All planting shall be tended and maintained to ensure the full establishment and effectiveness of the landscaping including replacement planting where necessary.

## Attachments

No attachments.

## 1429 Road Widening - Wairau Road

Designation Number	1429
Requiring Authority	Auckland Transport
Location	7-15 Wairau Road and 78Z Taharoto Road, Milford, Part Allotment 103 Parish of Takapuna and Part Allotment 91 Parish of Takapuna (2 Wairau Road, Takapuna)
Rollover Designation	Yes
Legacy Reference	Designation 183, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to i.e. no lapse date

## Purpose

Wairau Road and Taharoto Road transport corridor widening and associated works.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 6 (six) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1430 Car Park - Sir Peter Blake Parade

Designation Number	1430
Requiring Authority	Auckland Transport
Location	23-27 Sir Peter Blake Parade, Bayswater
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

<b>Day</b>	<b>Time Period</b>	<b>Duration of Work</b>
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.

ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1431 Road Widening - Chivalry Road

Designation Number	1431
Requiring Authority	Auckland Transport
Location	107 Chivalry Road, Glenfield
Rollover Designation	Yes
Legacy Reference	Designation 187, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

### General

1. That the scope and extent of the works within the designated area be in accordance with the Notice of Alteration to a Designation dated 28 July 2010; and in accordance with the following approved Designation conditions:

2. The works shall be undertaken in a manner in general accordance with the plans submitted and that subject to this condition being met an Outline Plan of Works not be required.

### Landscape

3. A pocket park shall be created on the eastern corner of the intersection of Chartwell Avenue and Chivalry Road, with associated planting and seating as specified on Sheets 1 and 2 of the LA 4 Landscape Plans in Attachment 1 and Attachment 2. Two rimu trees, in addition to those shown on this Plan shall also be planted adjacent to the boundary between the pocket reserve and 109 and 109A Chartwell Avenue.

4. A replacement specimen street tree approved by the Auckland Council shall be planted within the road reserve generally adjacent to 77 Chartwell Avenue, subject to a suitable location being established that meets safety, infrastructure and utilities requirements.

5. Protective fencing shall be installed around all trees that are to be retained. This fencing shall be installed in accordance with accepted arboricultural practice prior to any works taking place and shall remain in place until the completion of all works.

6. Where tree protection fences are to be constructed prior to works commencing, a pre- start memo is required to confirm the implementation of those measures. No further works are permitted until the Council's Arborist has received and approved this memo.



7. A planting maintenance plan shall be provided in accordance with Auckland Transport Code of Practice (ATCOP).

### **Traffic**

8. The tracking (for buses and large vehicles) shall be reviewed for all turning movements, to ensure that there is sufficient lateral clearance from traffic lane and the kerb and the swept path does not encroach onto the berm/footpath, kerbside car parking areas (in front of the shops on Diana Drive) and pedestrian waiting areas.

9. The safety audit report shall be reviewed and the recommendations in the report shall be included in the intersection upgrade project.

### **Traffic Noise**

10. A close-boarded 1.8m acoustic fence shall be erected on the boundary between the proposed pocket reserve and the property at 77 Chartwell Avenue and in addition at the road boundary of 77 Chartwell Avenue to replace the existing low timber fence.

11. A close-boarded acoustic fence 2.5 metres in height shall be installed along the western boundary of the property at 109 Chivalry Road adjacent to the proposed pocket reserve.

12. The acoustic fences detailed above shall be installed as soon as possible after demolition of the building on 107 Chartwell Avenue.

13. The surface of the realigned carriageway shall be finished in a smooth asphalt surface designed to reduce road noise to the maximum practicable extent or another surface which a suitably qualified noise consultant certifies is capable of achieving similar or greater reduction in vehicle noise.

### **Construction**

14. The Requiring Authority shall ensure that all reasonable steps are taken to prevent any nuisance and damage to adjacent properties during construction. The Requiring Authority will reinstate any property damaged during construction or provide compensation to the affected owner if reinstatement is not possible.

15. Construction shall be limited to the following hours:

Weekdays 7.00am - 7.00pm;

Saturdays 8.00am - 4.00pm;

Sundays & Public Holidays No work

16. Noise generated by the construction works associated with the upgrading of the Diana Drive/Chivalry Road/Chartwell Avenue intersection shall comply with New Zealand Standard NZS

6803P:1999 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work", except that where compliance with this standard is not practicable, alternative methodologies that will minimise adverse effects shall be developed in consultation with the owners and/or occupiers of the affected properties to the satisfaction of Auckland Council.

17. Prior to construction commencing the Requiring Authority shall prepare a Construction Management Plan (CMP) for approval to the satisfaction of Auckland Council. The Construction Management Plan shall make provision for the following:

- a. Methods for the avoiding or minimising noise and vibration nuisance;
- b. Methods for avoiding or minimising any dust nuisance from construction;
- c. Methods for handling complaints on noise, vibration, dust or any other matter;
- d. Methods for protecting those trees that are to be retained and are potentially affected by construction works;
- e. Methods for implementing the recommendations of the Landscape Mitigation Plan and the Arborist Report;
- f. Methods for the demolition and/or removal of any building on properties required for the works;
- g. Methods for the site specific provision for erosion and sediment control to ARC TP 90 standards;
- h. Methods for liaising with schools to ensure safety of school pupils and that any major school events are planned for;
- i. Methods for liaising with network utility operators;
- j. Methods for ensuring that any vehicles leaving the site do not deposit soil or other debris on public roads;
- k. Details of the site manager, including their contact details (phone, fax and postal address);
- l. The location of a large notice board at each end of the works, which clearly identifies the name, telephone number, and address of the site manager;
- m. Methods for retaining access to all properties during the construction period;
- n. The location of the site office and workers' toilet;
- o. Proposed hours of work on the site;
- p. Locations at which construction equipment will be parked over night;
- q. The signage to be erected at the site during the construction period to advise motorists and pedestrians of the works, and of the routes they should follow; and
- r. A requirement to implement the Traffic Mitigation Plan required under Condition 26.

18. A Construction Noise Management Plan (CNMP) shall be prepared to the Auckland Council's satisfaction by a suitably qualified acoustic consultant prior to the commencement of any construction works. The Plan shall refer to noise management measures set out in Appendix E of NZS6803:1999 "Acoustics — Construction Noise" and as a minimum shall address the following:

- a. Construction sequence;
- b. Machinery and equipment to be used;
- c. Hours of operation, including times and days when noisy construction would occur;
- e. The design of noise mitigation measures such as temporary barriers or enclosures;

- f. Construction noise limits for specific areas;
- g. Development of alternative strategies where full compliance with NZS6803P:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptable outcomes; and
- h. Methods for monitoring and reporting on construction noise. The CNMP shall detail the construction methodologies that will be employed to, as far as practicable, comply with NZS6803P:1999. If this cannot be achieved, management and mitigation measures intended to minimise adverse noise effects shall be set out.

18. The Requiring Authority shall ensure that the Construction Management Plan and Construction Noise Management Plan are complied with at all times during construction and that a copy of each is kept at the site offices.

19. The Requiring Authority shall advise neighbouring owners and occupiers of the construction timetable, including the date on which construction is to start and the expected duration of the work.

20. The contractor shall be required to maintain the stability of the land at the boundary of the site, by whatever means necessary and to monitor that such works are and remain effective.

21. The Requiring Authority shall, during the preparation of Tender documents and the Construction Management Plan, take into account the location of existing infrastructure and utility services and the likely location of future infrastructure and utility services, and undertake consultation with the appropriate Auckland Council departments and Network Utility Operators.

22. The Requiring Authority shall liaise with public utility operators and use its best endeavours to ensure that all planned utility upgrading at the Chivalry Road/Chartwell Avenue/Diana Drive intersection is carried out during the construction period.

23. The requiring Authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators and Auckland Council's infrastructure is protected and public safety is ensured.

24. At all times, reasonable physical vehicular and pedestrian access shall be maintained to private properties not directly affected by construction works in the affected area. Where private properties are directly affected by construction causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner and occupier if relevant, is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which access is prevented. Particular regard shall be given to those properties where the Requiring Authority is aware of owners/occupiers with physical impairments.

25. Prior to the commencement of construction the Requiring Authority shall submit for approval to the satisfaction of the Auckland Council, a Traffic Mitigation Plan based on its adopted design for the project. The Traffic Mitigation Plan shall address methods of mitigating the local and network wide effects of both the construction of individual elements of the project and the use of staging. The plan shall specify among other matters:

- i. How, where practicable, one lane of traffic in each direction shall be open at peak times;
- ii. Measures to be adopted to ensure that pedestrian access past the site is safe and, as practical as is possible, and is not obstructed during the construction works; and
- iii. Measures to be adopted to ensure access is maintained to all properties fronting the realigned road including the existing shops on the north western corner and the Church on the south western corner.

26. In accordance with Section 184 of the Resource Management Act 1991 the designation will lapse 15 years from being operative in the Unitary Plan unless given effect to prior.

### **Advice Notes**

1. Consider the appropriateness of the service chamber lids at pram crossings with regards to pedestrian safety.
  
2. Investigate if curve advisory warning signs are warranted for the curve outside 78 Chartwell Avenue, south of the intersection on Chartwell Avenue with the proposed realignment. Similarly check the curve warning requirements for Diana Drive approach to the intersection.
  
3. That the proposed footpath be widened and set back with approximately 600-1000mm separation (grass verge) from the kerb where possible. It is recommended that the footpath be widened to 2.0-2.5m and gradually tie in with the existing footpath.
  
4. That directional arrow pavement markings are clearly marked out to warn motorists that the vehicle crossing on Chartwell Avenue associated with the church is an exit only access.
  
5. Consider the need for cycle facilities at the intersection as discussed under Section 4.5.
  
6. Consult with the appropriate Council department on the proposal and the timeline for the proposed cycleway or similar facilities on Chivalry Road or in the vicinity of the intersection.
  
7. That the lighting illumination levels are checked to ensure that they are in accordance with Auckland Council lighting requirements and standards for the intersection.
  
8. That the appropriate Council departments are consulted if any of the works can be coordinated and carried out simultaneously with this project as discussed in Section 4.7.
  
9. The details of the final design of the stormwater infrastructure will require liaison with the Council

stormwater asset engineer and the retention of the straight alignment or the replacement of the lead with a 300 line may be required.

10. Consideration should be given to setting the new footpaths back from the kerb line to assist with the safety of pedestrians, especially school children. This would also simplify the ramp issues at the new pram crossings.

## **Attachments**

No attachments.

## 1432 Road Widening - Anzac Street

Designation Number	1432
Requiring Authority	Auckland Transport
Location	43, 47-51, 55, 59, 65, 69 and 106 Anzac Street, Takapuna
Rollover Designation	Yes
Legacy Reference	Designation (no number), Auckland Council District Plan (North Shore Section) 2002
Lapse Date	10 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

### General

1. That the scope and extent of the works within the designated area be generally in accordance with the Notice of Requirement dated 14 December 2006; and in accordance with the conditions set out below.
2. Before any construction is commenced an Outline Plan(s) shall be submitted in terms of s. 176A of the Resource Management Act (1991) to the council. The outline plan may be submitted in stages to reflect any proposed staging of the physical works. The outline plan(s) shall show those matters required to be included by Section 176A of the Act and those matters specified in the following conditions.
3. That prior to any works being commenced the Requiring Authority obtain all requisite resource consents required under the Resource Management Act (1991) including any consents required from the council.
4. That the Requiring Authority and its contractors shall, in addition to complying with all other construction-related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.
5. That any land taken or held for the works be maintained to a reasonable standard until physical works commence.
6. That at all times reasonable access be maintained to private properties. As part of the consultation process, Council shall agree a construction period property access agreement with all property owners or occupiers.
7. That, should construction work uncover any archaeological remains, the Requiring Authority should immediately advise local Kaumatua and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained. All archaeological sites are protected under the provisions of the Historic Places Act 1993, whereby it is unlawful to modify, damage or destroy an archaeological site, whether recorded or not, without the prior consent of the Historic Places Trust.

8. The Requiring Authority is recommended to seek resource consent for any widening works on the southern side of Anzac St west of Barrys Point Rd referenced in 3.0 above when plans are available and agreement of affected landowners has been reached.

### **Road Traffic Noise**

9. At the Outline Plan stage and prior to the commencement of the construction works, the Noise Management Plan prepared in accordance with the Unitary Plan, and presented as evidence, shall be reviewed by a suitably qualified acoustic consultant, to the council's satisfaction and any necessary changes made to the mitigation plan as now recommended. The report shall provide measured ambient noise levels at appropriate representative monitoring points for all properties and the following information for each affected property:

- a. Predicted ambient noise level for the year of construction completion;
- b. Average noise design level;
- c. Predicted traffic noise level 10 years after completion of the road widening for friction course or other low noise surfacing - based on realistic vehicle speeds; and
- d. Options for effective noise mitigation measures, either singly or in combination, including noise barriers and building insulation, for the chosen road surface options.
- e. Council shall maintain, through regular resurfacing or other remediation, the effective noise reduction parameters of the surfacing.

10. Where a residence that is immediately adjacent to Anzac Street will be exposed to a predicted level of traffic noise greater than 65dBA Leq(24hour) in 2021 (As listed in Appendix A of the statement of evidence of Rhys Hegley dated April 2007 attached to this decision as Attachment 2) and that residence has not been designed to not exceed a daily noise exposure of Leq (6am-10pm) 40dBA in all habitable rooms with ventilating windows open, additional mitigation in the form of alternative glazing, raised road boundary walls to 1.8 m height, mechanical venting systems including air conditioning or methods similar in kind, shall be offered to that residence and incorporated into the Outline Plan and in any property transactions. This provision shall apply to all residential properties adjacent to the designation notwithstanding that property acquisition may have preceded this condition, but shall not apply where the residence has been required as a condition of resource consent to be designed to provide equivalent acoustic mitigation.

11. Where it is reasonably practicable, the mitigation plan, including the erection of the final fences and the installation of other measures, shall be implemented prior to the start of road construction activities to afford the residents the maximum possible protection from those activities.

12. Council shall conduct yearly monitoring surveys for a period of five years from the date of completion of the works to determine whether the design noise standards are being met for the adjacent properties. Council shall continue liaison with the residents over that period and address any deficiencies that may be established.

### **Construction Noise**

13. Noise generated by the construction works associated with the Anzac Street Corridor upgrade shall, where practicable, comply with New Zealand Standard NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work":

14. A Construction Noise Management Plan shall be prepared to the Council's satisfaction by a suitably qualified acoustic consultant prior to the commencement of any construction works. The Plan shall take into account the pre-construction noise mitigation measures to be installed and detail the construction methodologies that will be employed to comply with NZS 6803P:1984 or, if this cannot be achieved, those methodologies that have been agreed with affected parties and property occupiers to minimise adverse effects.

15. Full consideration shall be given to the use of road construction materials that minimise the need for heavy compaction and associated vibration, that can be laid and finished in the shortest practicable time, and that shall have a long effective life and be able to be rehabilitated as necessary in the shortest possible time.

### **Landscaping and Streetscape**

16. The Requiring Authority shall submit a comprehensive Landscape Plan ("The Plan"), based on the Landscape Proposal Plan (Drawing Nos 2097/L3 and 2097/L4) as part of the Outline Plan, to the satisfaction of the Auckland Council after referral to the Devonport-Takapuna Local Board.

17. The Plan shall show how measures have been taken to retain as many of the existing trees as practically possible, and in particular the Totara tree adjacent to 88 Anzac Street.

18. The detailed design of the Landscape Plan is to be reasonably consistent in its approach to provide a comprehensive urban design framework through treatment of boundaries and streetscape amenity. Mitigation measures for individual properties should be undertaken in collaboration with property owners and in accordance with the Council's Design of Streets Project, which aims to provide a comprehensive design framework for street projects in North Shore City.

19. The Plan shall include all proposed planting (including species, species sizes, densities, areas and locations), the planting programme and the maintenance programme.

20. The selected trees to be planted shall be of a type and form that will not adversely impact on the operations of buses in the kerbside lanes and the efficiency and safety of the corridor. Mature trees should provide a clear 3.5 m minimum height and preferably the minimum legal height for vehicles (4.25 m) from road level at the face of the kerb.

21. The Requiring authority shall retain an experienced arborist to prepare and monitor a mitigation plan to ensure that all remaining trees are adequately protected and do not suffer damage through the construction phase.

22. The landscape maintenance programme shall be undertaken for a minimum of five years following implementation. It shall include performance standards specifying the minimum average growth rates and survival rates for planting, and shall include any practicable and reasonable maintenance measures.

23. Bus stop and bus shelter locations shall be determined following community consultation and shall comply with the requirements of the Unitary Plan.

### **Social Impact**

24. The Requiring Authority shall at all times during construction and immediately thereafter ensure that all affected residents are able to contact a delegated officer whose duty will be to liaise with all parties over concerns arising out of the construction and completion of the proposed works.

### **Construction Management**



25. The Requiring Authority shall prepare a Construction Management Plan as part of the Outline Plan, based on the conditions included in the decision, for approval to the satisfaction of the council.

26. The Requiring Authority shall ensure that the Construction Management Plan provisions are included in all construction contracts and are complied with at all times during construction.

27. The Requiring Authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction.

### **Traffic Management**

28. The Requiring Authority shall undertake regular monitoring of traffic conditions at the various road segments and intersections pertaining to works under this designation in order to address adverse traffic effects that may arise. Particular attention shall be given to both safety and efficiency (capacity) issues and cover the changes that may be indirectly impacted by the implementation of the designated works. In particular, the Council shall give due regard to and mitigate problems in Killarney Street, at the intersections on Taharoto Road to which some vehicles may divert (eg Ngaio Street and Rangitira Ave), the intersection of Anzac Street with Barrys Point Road and Pupuke Road and particularly to Pupuke Road South, to property access and the probable introduction of priority lanes on Fred Thomas Drive.

#### *Advice Note:*

The Requiring Authority may need to consider travel demand measures or the introduction of dynamic lane management in a relatively short time after initial commissioning. It is likely that traffic management will be required over broad corridors both north/south and east/west.

### **Public Utilities Conditions**

29. The Requiring Authority shall, during the preparation of the outline plan(s), take into account the location of existing and future infrastructure and utility services, and undertake consultation with the appropriate council departments and Network Utility Operators as necessary.

30. The Requiring Authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators and council's infrastructure is protected and that public safety is ensured.

31. The Requiring Authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work affecting Network Utility Operators and council's infrastructure.

## **Attachments**

No attachments.

## 1433 Road - Fred Taylor Drive Transport Corridor

Designation Number	1433
Requiring Authority	Auckland Transport
Location	Fred Taylor Drive, Massey/Whenuapai
Rollover Designation	Yes
Legacy Reference	Designation NZTA3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Transport Corridor

## Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

### *Explanation:*

This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 1.

### *Note:*

That major earthworks may require a regional consent from the Auckland Council.

## Attachments

No attachments.

## 1434 Road - Marinich Drive Extension

Designation Number	1434
Requiring Authority	Auckland Transport
Location	125A Metcalfe Road to 46 Ranui Station Road, Ranui
Rollover Designation	Yes
Legacy Reference	Designation RP4, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	15 November 2026 unless given effect to prior

## Purpose

Roading purposes.

## Conditions

1. In accordance with section 184(2)(b) of the Resource Management Act 1991, this designation will lapse on 15 November 2026 unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

### 1435 Road - Waitemata Drive

Designation Number	1435
Requiring Authority	Auckland Transport
Location	Waitemata Drive (over Birdwood Park) to Waitemata Drive West, Ranui
Rollover Designation	Yes
Legacy Reference	Designation RP8, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Roading purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 15 years from being made operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1437 Road - Hobsonville Road Transport Corridor

Designation Number	1437
Requiring Authority	Auckland Transport
Location	Hobsonville Road, Hobsonville
Rollover Designation	Yes
Legacy Reference	Designation NZTA2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Transport corridor.

## Conditions

1. Where an outline plan of works is submitted in accordance with s176A of the Act, prior to commencing the project of work, that plan shall be accompanied by:
  - a. a statement detailing the degree to which the works described in the outline plan meet the relevant objectives, policies and rules of the Plan; and
  - b. an assessment of the effects the works described in the outline plan will have on the environment.

### *Explanation:*

While it is accepted that the project or works will be (or should be) in accordance with the designated purpose, the Council wishes to be reasonably assured that the specific works to be carried out will not unnecessarily compromise the objectives, policies and rules of the Plan or adversely affect the environment. The Council's principal opportunity to influence the works to assist the requiring authority to meet its environmental responsibilities is through the outline plan, and the assessment of compliance and effects will assist it in determining whether to request changes.

2. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

### *Explanation:*

This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 2.

### *Note:*

That major earthworks may require a regional consent from the Auckland Council.

## Attachments

No attachments.

## 1438 Car Park - Delta Avenue

Designation Number	1438
Requiring Authority	Auckland Transport
Location	16 Delta Avenue, New Lynn
Rollover Designation	Yes
Legacy Reference	Designations CP3 and CP4, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public car parking purposes.

### Conditions

No conditions.

### Attachments

No attachments.

## 1439 Road Access - Fairbanks Place

Designation Number	1439
Requiring Authority	Auckland Transport
Location	7 Fairbanks Place, Glendene
Rollover Designation	Yes
Legacy Reference	Designation A11, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Roading access purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
- c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1441 Road Access - Ranui Station Road

Designation Number	1441
Requiring Authority	Auckland Transport
Location	35 Ranui Station Road, Ranui
Rollover Designation	Yes
Legacy Reference	Designation A32, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Roading access purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.



## 1442 Service Lane - Henderson Square A

Designation Number	1442
Requiring Authority	Auckland Transport
Location	342-344 Great North Road (Henderson Square A), Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL1, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1443 Service Lane - Henderson Square B

Designation Number	1443
Requiring Authority	Auckland Transport
Location	2 Railside Avenue (Henderson Square B), Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Service lane.

### Conditions

No conditions.

### Attachments

No attachments.

## 1444 Service Lane - McNaughton Way

Designation Number	1444
Requiring Authority	Auckland Transport
Location	McNaughton Way to 11 High Brown Drive, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation SL3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1445 Service Lane - James Laurie Street

Designation Number	1445
Requiring Authority	Auckland Transport
Location	60 James Laurie Street to 240C-D Great North Road, Henderson
Rollover Designation	Yes
Legacy Reference	Designation SL4, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1447 Road Widening - Clark Street

Designation Number	1447
Requiring Authority	Auckland Transport
Location	2-16, 24-26, 28-30 Clark Street, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation RW2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Description

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1448 Road Widening - Edmonton Road

Designation Number	1448
Requiring Authority	Auckland Transport
Location	1-3 Edmonton Road, Henderson
Rollover Designation	Yes
Legacy Reference	Designation RW3, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Five years from being operative in the Unitary Plan unless given effect to prior

## Description

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse five years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
2. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
  - a. an assessment of the effects of the historic heritage values of the place;
  - b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan

## Attachments

No attachments.

## 1449 Road Widening - Great North Road

Designation Number	1449
Requiring Authority	Auckland Transport
Location	267-287, 290-300, 295-297A, 301-309, 304-318A, 311-325, 429-447, 450, 4004-4012, 4007-4035, 4018, 4022-4024, 4040-4048, 4052-4054, 4070, 4087-4131, 4092-4094, 4098 and 4104-4118A Great North Road, 1-3 West Coast Road, 1 and 2 Montel Avenue, 2 Blacklock Avenue and 1 Buscomb Avenue, Henderson to Te Atatu
Rollover Designation	Yes
Legacy Reference	Designation WCCRW4, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	15 November 2026 unless given effect to prior

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184(2)(b) of the Resource Management Act 1991, this designation will lapse on 15 November 2026 unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1452 Road Widening - Te Atatu South Road

Designation Number	1452
Requiring Authority	Auckland Transport
Location	241-275, 272-294, 281-314, 300-326, 330-332, 338-342 and 354-358 Te Atatu Road South, 93 Royal View Road, 1, 82 and 85 Jaemont Avenue, 1A and 2A Covil Avenue and 2A Bridge Avenue , Te Atatu
Rollover Designation	Yes
Legacy Reference	Designation RW9, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse Five years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.



## 1453 Road Widening - Titirangi Road

Designation Number	1453
Requiring Authority	Auckland Transport
Location	2-14, 9-11, 17-35, 30, 40, 44-54, 45-49, 53, 58, 58-64, 65-163, 68-68A, 74-114 and 118-146 Titirangi Road, 2 Margan Avenue and 1 and 2 Northall Road, New Lynn
Rollover Designation	Yes
Legacy Reference	Designation RW10, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 15 (fifteen) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
  
2. In relation to any walking / cycling / amenity upgrade (the upgrade) on land at 2-12 Titirangi Road (NA82C/664, NA1861/58 and NA1130/14) (the site) that is affected by this designation, Auckland Transport will, unless the owner of the site agrees to other parameters put forward by Auckland Transport, ensure that:
  - a. it consults with the owners of the site at the concept and detail design stage;
  - b. any new structure for the upgrade meets the floor levels of the existing 'site ramp'<sup>1</sup>;
  - c. if the stairs to the northern end of the existing 'site ramp'<sup>1</sup> are replaced with a ramp structure, the maximum gradient of the new ramp structure will not exceed the gradient of the existing 'site ramp'<sup>1</sup>;
  - d. there is appropriate physical separation (consistent with Auckland Transport Code of Practice (or revised code) for such a facility) between cyclists and customers / pedestrians from the site where the existing 'site ramp'<sup>1</sup> meets the upgrade;
  - e. the design, materials, and any landscape treatments for the upgrade will be the same or better standard as the existing 'site ramp'<sup>1</sup> and any adjacent landscaping;
  - f. any works for the upgrade undertaken across the existing vehicular access<sup>2</sup> will not compromise vehicular access, or reduce existing priority between vehicles and other users.
  - g. it does not carry out construction works for the upgrade on the site (excluding required construction traffic management activities) during the following times:
    - i. from 1 November to 31 January;
    - ii. weekends; and
    - iii. statutory public holidays.

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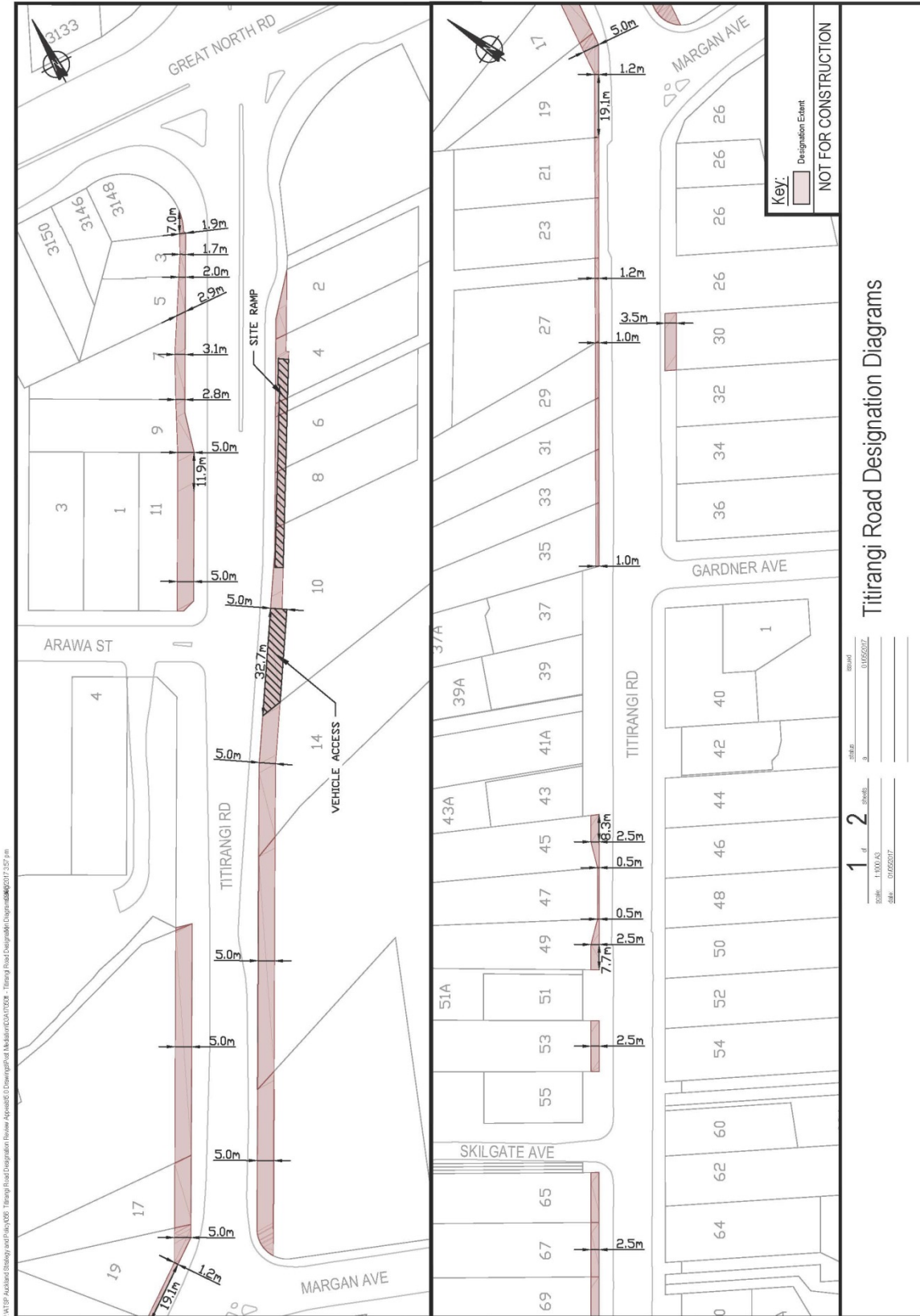
<sup>1</sup> The Bunnings Warehouse Limited 'site ramp' as at 2017 as shown in resource consent number LUC 2014-207 and location as per the Titirangi Road Designation Diagrams in the attachment to these conditions.

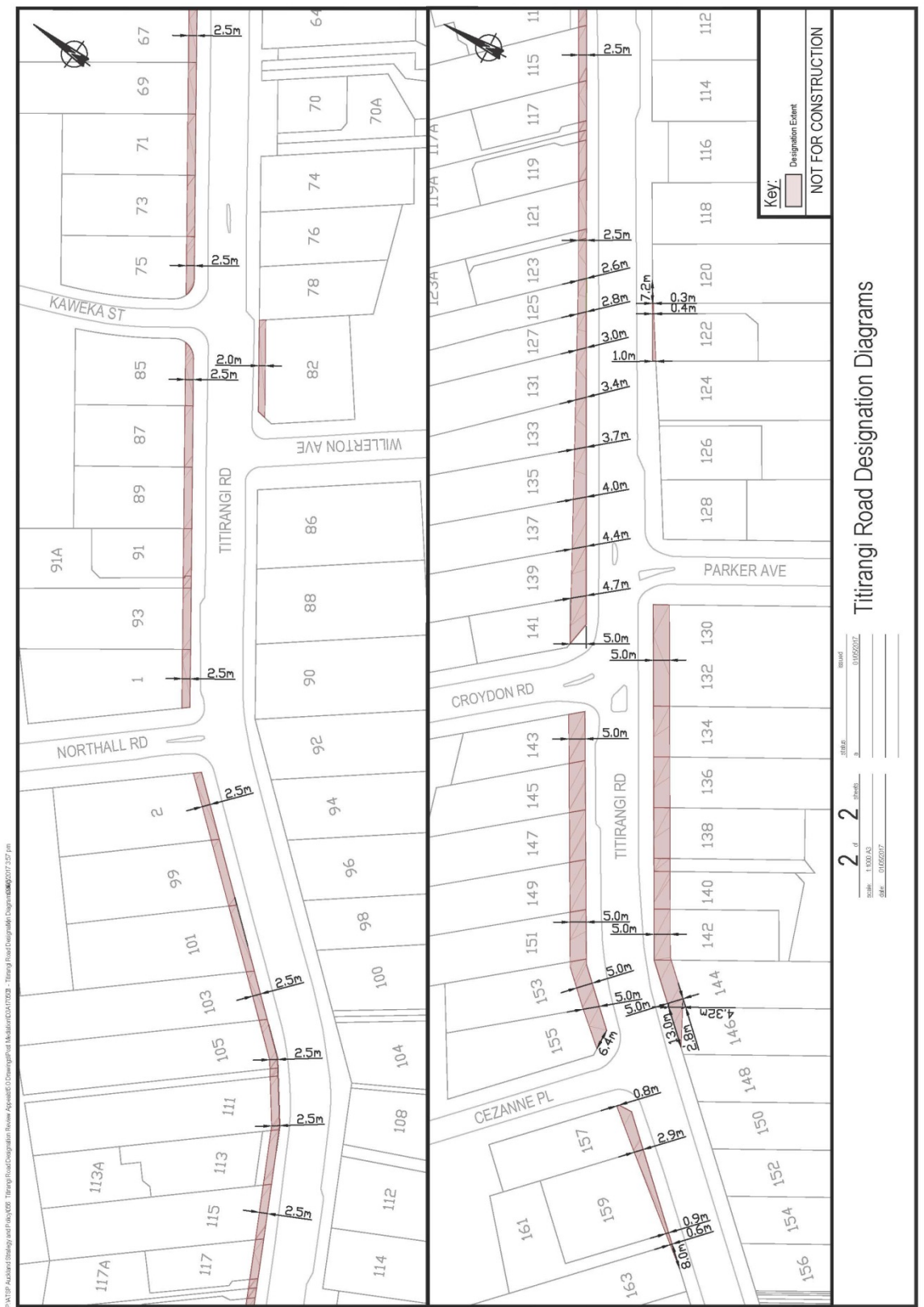
<sup>2</sup> As per the vehicle access opposite Arawa Street as at 2017 as shown in the Titirangi Road Designation Diagrams in the attachment to these conditions.

- h. current access and fire egress to the site is maintained to the extent reasonably possible during construction of the upgrade. In the event that it is not reasonably possible to maintain current access and/or fire egress, Auckland Transport will at a minimum ensure that:
- i. appropriate alternative fire egress is provided at all times;
  - ii. existing vehicular access is maintained at all times during operating and delivery times which are:
    - Monday – Friday 6am to 7pm
    - Saturday – Sunday 6am to 6pm;
  - iii. access and fire egress from the existing ‘site ramp’<sup>1</sup> is maintained on weekends; and
  - iv. the owner of the site is provided with at least one month’s notice of any restriction of access.

## Attachments

Titirangi Road Designation Diagrams.





## 1454 Road Widening - West Coast Road

Designation Number	1454
Requiring Authority	Auckland Transport
Location	1-23, 2, 24-34, 25-33, 37-47, 53-59, 63A-141, 64-186, 198-274, 273-347, 282-312, 318-320, 326-360, 351A-409, 370-386 and 390-400 West Coast Road, 69-71 Clayburn Road and 1 Pleasant Road, Glen Eden
Rollover Designation	Yes
Legacy Reference	Designation RW13, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 15 years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
  
2. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
  - a. An assessment of the effects of the historic heritage values of the place;
  - b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

## Attachments

No attachments.

## 1455 Road Widening - Swanson Road

Designation Number	1455
Requiring Authority	Auckland Transport
Location	1-25, 12-40, 37,47-55A, 52-54, 58, 78, 80A-82, 86-88, 92-94 Swanson Road, Henderson
Rollover Designation	Yes
Legacy Reference	Designation RW14, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening purposes.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 15 years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1458 Car Park - Swanson Road

Designation Number	1458
Requiring Authority	Auckland Transport
Location	Swanson Road, Henderson
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)



Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all

engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1459 Car Park - Fenwick Avenue

Designation Number	1459
Requiring Authority	Auckland Transport
Location	2 Fenwick Avenue, Milford
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the

wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or

provide compensation to the affected owner if reinstatement is not possible.

#### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

#### **Access**

14. That at all times reasonable physical access be maintained to other properties.

## **Attachments**

No attachments.



## 1461 Car Park - Channel View Road

Designation Number	1461
Requiring Authority	Auckland Transport
Location	12 Channel View Road, Takapuna
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1463 Car Park - Clarence Street

Designation Number	1463
Requiring Authority	Auckland Transport
Location	20 Clarence Street, Devonport
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other



contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1465 Car Park - Hurstmere Road

Designation Number	1465
Requiring Authority	Auckland Transport
Location	85 Hurstmere Road, Takapuna
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

<b>Day</b>	<b>Time Period</b>	<b>Duration of Work</b>
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

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Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower

of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1466 Car Park - Glenmall Place

Designation Number	1466
Requiring Authority	Auckland Transport
Location	41 Glenmall Place, Glen Eden
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,



bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower

of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1467 Road Widening - Hobsonville Road

Designation Number	1467
Requiring Authority	Auckland Transport
Location	Hobsonville Road from Brighams Creek Road to Upper Harbour Drive and Brighams Creek Road and Hobsonville Road intersection, Hobsonville
Rollover Designation	Yes
Legacy Reference	Designation NZTARW1, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	11 April 2027 unless given effect to prior

## Purpose

Road widening.

1. Hobsonville Road from Brighams Creek Road to Upper Harbour Drive:

- a. 11.5m from centre line (both sides); and
- b. 1.44m from the existing boundary (both sides).

2. Hobsonville Road from a point adjacent to Pt 15 SO 2599, being approximately 500mm from the Brighams Creek- Hobsonville Road intersections to a second point at the corner opposite Pt 25 DP 41296:

- a. 13m from the centre line (west side only); and
- b. 2.88m from the existing boundary (west side only).

## Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

*Explanation: This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment.*

*Compliance with these measures would generally satisfy condition 1. Note that major earthworks may require a consent from the Auckland Council.*

## Attachments

No attachments.

## 1468 Road Widening - State Highway 16 (Westgate to Whenuapai)

Designation Number	1468
Requiring Authority	Auckland Transport
Location	Fred Taylor Drive from Westgate Motorway Interchange, Westgate to Brighams Creek Road, Whenuapai
Rollover Designation	Yes
Legacy Reference	Designation NZTARW2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	10 March 2027 unless given effect to prior

### Purpose

Road widening.

1. Fred Taylor Drive from the Westgate Motorway Interchange to intersection with Brighams Creek Road:
  - a. 15m from the centre line (both sides); and
  - b. 4.88m from the existing road boundary (both sides).

### Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

*Explanation:*

*This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 1. Note that major earthworks may require a consent from the Auckland Council.*

### Attachments

No attachments.

## 1469 Albany Highway

Designation Number	1469
Requiring Authority	Auckland Transport
Location	Albany Highway, Albany
Rollover Designation	Yes
Legacy Reference	Designation 190, Auckland Council District Plan (North Shore Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Road widening and improvement works.

## Conditions

### General

1. That the scope and extent of the works within the designated area be generally in accordance with the plans submitted as part of the Notice of Requirement dated 22 September 2011, as modified (with respect to access to 329 Albany Highway) by drawing no.51-30100-SK444 dated 15 December 2011) and as modified (with respect to access to 281 Albany Highway) by drawing no SK281A- 281 Albany Highway - Rev 8 - Agreed Access Arrangements; and in accordance with the conditions set out below.

2. In accordance with Section 184(1) of the Resource Management Act 1991, the alteration to the designation shall lapse Five years from being operative in the Unitary Plan if it has not been given effect to before the end of that period.

3. Before any construction is commenced an Outline Plan(s) shall be submitted In terms of Section 176A of the Resource Management Act 1991 to the Auckland Council. The Outline Plan(s) shall show those matters required by Section 176A of the Act and those matters specified in the following conditions. All work shall be undertaken in accordance with the Outline Plan(s). In addition to the requirements of Section 176A, no works shall commence until the specific mitigation plans referred to below have been approved to the satisfaction of Auckland Council. All works shall also be In accordance with the details of these specific mitigation plans.

4. That prior to any works being commenced, the Requiring Authority shall obtain all resource consents required under the Resource Management Act.

5. The Requiring Authority shall ensure that all reasonable steps are taken to prevent any nuisance and damage to adjacent properties during construction. The Requiring Authority shall reinstate any property damaged during construction or provide compensation to the affected owner if reinstatement is not possible.

6. At all times, reasonable physical vehicular and pedestrian access shall be maintained to private properties not directly affected by construction works in the area affected. Where private properties are directly affected by construction causing vehicular access to be temporarily prevented and no alternative can be utilised, the Requiring Authority shall ensure that the property owner (and occupier

if relevant), is consulted with respect to the most suitable time for carrying out the work and the Requiring Authority shall minimise the period during which access is prevented. Particular regard shall be given to those properties where the Requiring Authority is aware of owners/occupiers with physical impairments. Fences removed as a result of this project shall be reinstated at the Requiring Authority's expense unless alternative arrangements have been made with the landowner.

7. Fences removed as a result of this project shall be reinstated at the Requiring Authority's expense unless alternative arrangements have been made with the landowner.

### **Heritage / Archaeological**

8. Prior to submitting the Outline Plan of Works to the Council for approval in terms of Condition 3 above, the Requiring Authority shall request confirmation from the NZ Historic Places Trust whether an authority under the Historic Places Act 1993 is required to damage, modify or destroy any archaeological material, based on the archaeological assessment of the corridor by Russell Foster and Associates dated November 2011. If the archaeological assessment identifies any material of significant value, steps shall be undertaken by the Requiring Authority, where possible, to avoid damaging, modifying or destroying that material.

9. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

- a. Works in the immediate vicinity of the site that has been exposed shall cease;
- b. The site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;
- c. The site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Auckland Council and, in the case of human remains, the New Zealand Police; and
- d. The notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site. Should archaeological material be discovered, works shall not recommence until approval has been obtained from the New Zealand Historic Places Trust, under the Historic Places Act 1993.

10. Prior to the commencement of works, detailed protocols for the management of the exhuming and relocation of the unmarked graves in the Albany Cemetery identified as No. 7, protected as a Category A site, in the Auckland Council District Plan (North Shore Section-Appendix 11A Schedule of Buildings, Objects and Places of Heritage Significance) shall be developed in consultation with representatives of the relevant Tangata Whenua, the New Zealand Historic Places Trust, Presbyterian Church Trustees and Auckland Council.

### **Traffic Noise**

11. The surface of the Albany Highway shall be constructed of a suitable and practicable medium such as asphalt, or a road surface with equivalent or greater acoustic performance. The same medium, or a medium with equivalent or greater acoustic performance, shall be used for all future re-laying of the road surface.

12. As a minimum standard, the Requiring Authority shall design and construct works to satisfy the requirements of NZS 6806:2010 Acoustics - Road Traffic Noise- New And Altered Roads.

13. At the outline plan stage and prior to the commencement of the construction works, a Noise Management Plan shall be provided to the Council's satisfaction from a suitably qualified acoustic



consultant in accordance with section 14.9.1(b) of the Auckland District Plan (North Shore Section). The Plan shall provide measured

a ambient noise levels at appropriate representative monitoring points for all affected Properties And Facilities (PPF's) and the following information for each affected property

- a. The ambient sound levels to all PPF's prior to construction work commencing;
- b. The do-nothing traffic noise levels to all PPFs for the design year, a minimum of 10 years after the completion of the road widening;
- c. The do-minimum traffic noise levels to all PPFs for the design year, a minimum of 10 years after the completion of the road widening;
- d. Options for effective noise mitigation measures, either singly or in combination, including noise barriers and building insulation.
- e. Traffic noise levels for the design year to all PPFs with the proposed mitigation in place.

### **Construction Noise**

14. Noise generated by the construction works associated with the Albany Highway Corridor Upgrade shall, where practicable, comply with the *New Zealand Standard NZS 6803:1999 "Acoustics - Construction Noise"* except that where compliance with the standard is not practicable or possible, alternative methodologies that will minimise adverse effects shall be developed In consultation with the owners and/or occupiers of the affected properties, to the satisfaction of Auckland Council.

### **Construction Management Plan**

15. At least one month before the commencement of any construction activities authorised by this designation and associated with the proposed widening and upgrade of Albany Highway, the Requiring Authority, shall submit a Construction Management Plan to the Team Leader Compliance Monitoring (The Manager) - Northern, Auckland Council. The manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being received by the council). Works will only be able to proceed once approval has been granted. The construction management plan shall make provision for the following:

- a. Methods for avoiding or minimising noise nuisance;
- b. Methods for avoiding or minimising any dust nuisance from construction, including, in particular, any dust nuisance which may cause damage to utilities;
- c. Methods of avoiding or minimising any vibration or ground Instability effects, including, in particular, any such effects which may cause damage to utilities;
- d. Methods for protecting those trees that are to be retained and potentially affected by construction works;
- e. Methods for implementing the recommendations of the Landscape Mitigation Plan and the Arborist report prepared by Arborlab Consultancy Services Ltd dated April 2011;
- f. Methods for the demolition and/or removal of any building on properties required for the works;
- g. Methods for liaising with network utility operators;
- h. Methods for ensuring that any vehicles leaving the site do not deposit soil or other debris on public roads
- i. Details of the site manager, including their contact details (phone, fax, email and postal address);
- j. The location of a large notice board at each end of the works, which clearly identifies the name, telephone number, and address of the site manager;
- k. Methods for retaining access to all properties during the construction period;
- l. Methods for ensuring the safety of cyclists and pedestrians during construction.
- m. The location of the site office and workers' toilet and proposed parking arrangements for workers;
- n. The location of all material storage areas and protection measures (if required);

- o. Proposed hours of work on site;
- p. Locations at which construction equipment will be parked over night;
- q. The signage to be erected at the site during the construction period to advise motorists, pedestrians and cyclists of the works, and of the routes they should follow;
- r. A requirement to implement the Traffic Mitigation Plan;
- s. Proposed construction methodology;
- t. Proposed method of risk management;
- u. Measures for silt control and treatment of stormwater during construction;
- v. Proposed programme;
- w. Measures to manage access for emergency vehicles;
- x. Measures to manage the effects of construction vehicles (delivery routes, times, parking etc.);
- y. Measures to remediate any contaminated land (if any).

### **Communications Plan**

16. The requiring authority shall prepare, and submit for the approval with the Construction Management Plan, a Communication Plan that sets out procedures for communicating with the public, the owners and occupiers in the immediate vicinity of the construction area, and all schools in the immediate vicinity (including Albany Junior High and Senior High Schools, Kristin School, Albany Primary School and Pinehurst School) throughout the construction period. The communications plan must include a copy of the Traffic Mitigation Plan prepared under Condition 23 as well as procedures for:

- a. Giving notice of the commencement of construction activities;
- b. Providing information about the expected duration of work, including a programme of works;
- c. Giving notice of any changes to the programme of works.
- d. Handling complaints on noise, vibration, dust or any other matter.

17. The approved Communications Plan is to be implemented and maintained for the duration of the project.

18. The Requiring Authority must ensure that the Local Board, and the owners and occupiers of properties in the immediate vicinity of the construction area, are given notice of the commencement of construction activities and a programme of works at least 10 working days prior to construction commencing.

19. The Requiring Authority must, at all times, from the date the designation is confirmed until the works are complete, ensure that all affected persons are able to contact the delegated officer(s) or agents(s) whose duty it will be to liaise with all parties on the concerns arising out of the completion of the proposed works. This person shall be appointed after confirmation of the designation and affected owners/occupiers notified of the appointment in writing.

### **Construction Noise Management Plan**

20. A Construction Noise Management Plan ('CNMP') shall be prepared by a suitably qualified acoustic consultant and submitted to the Team Leader Compliance Monitoring (the Manager) - Northern, Auckland Council. The Manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being received by the Council). The Plan shall refer to noise management measures set out in Appendix E of NZS6803:1999 "Acoustics - Construction Noise" and shall detail the construction methodologies that will be employed to, as far as practicable, comply with NZS 6803:1999. As a minimum, the CNMP shall address the following:

- a. Construction sequence;
- b. Machinery and equipment to be used;
- c. Hours of operation, including times and days when noisy construction would occur;
- d. The design of noise mitigation measures such as temporary barriers or enclosures;

- e. Construction noise limits for specific areas;
- f. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and occupiers to achieve acceptable outcomes;
- g. Methods for monitoring and responding to complaints about construction noise.

The Requiring Authority shall ensure that the Construction Management Plan and Construction Noise Management Plan are complied with at all times during construction and that a copy of each is kept at the site offices.

21. The Requiring Authority shall advise neighbouring owners and occupiers of the construction timetable, including the date on which construction is expected to start and the expected duration of the work.

### **Traffic Mitigation Plan**

22. Prior to the commencement of construction, the Requiring Authority shall submit a Traffic Mitigation Plan ('TMP') to the Manager, Road Corridor Access, Auckland Transport (the manager). The Manager's approval must not be unreasonably withheld and, if provided, will be provided within 10 working days (of all information being provided to Auckland Transport). The Traffic Mitigation Plan shall:

- a. Address methods of mitigating the local and network wide effects of both the construction of individual elements of the project to be opened to traffic while other sections are under construction; and
- b. Provide details of how individual properties will be affected in terms of on site car parking and manoeuvring and what measures the Requiring Authority will be implementing to ensure that each property retains either the existing provision for on-site car parking or manoeuvring or compliance with District Plan requirements for on-site car parking and manoeuvring.
- c. Provide details of whether during construction the over dimension vehicle envelope of 9.5m by 6.5m is provided, or an alternative route is available.

#### *Advice Note:*

In particular, the TMP should give consideration to the following:

- Whether school holiday periods can be used for critical construction works to minimise disruption and delays caused by school traffic (7- 9am, 3-4pm)
- Whether it is possible to keep open one lane of traffic in each direction at peak times.
- Whether road closures (for either direction) can be avoided for the following: 7am to 9am on school days - for the entire length of the corridor (Bush Road/Albany Highway to Albany Expressway/Albany Highway). 3pm to 4pm on School days - for the section from Rosedale Road/Albany Highway to Albany Expressway/Albany Highway. 4.30pm to 6pm - at the Rosedale Road/Albany Highway, on the south approach between Appleby Rd and Rosedale Rd and on the east approach from William Pickering Dr and Albany Highway. (The above being existing congested areas that have been identified from an on-site survey).

### **Public Utilities**

#### **General Conditions**

23. The Requiring Authority shall, during the preparation of tender documents and the Construction Management Plan, take into account the location of the existing infrastructure and utility services and the likely location of future infrastructure and utility services, and undertake consultation with the appropriate Council departments and network utility operators as necessary.

24. The Requiring Authority shall adopt best practice techniques for construction to ensure that all network utility operators' and Council's infrastructure is protected and public safety is ensured. The Requiring Authority shall liaise with public utility operators and use its best endeavours to ensure that all planned utility upgrading along the Albany Highway is carried out during the construction period.

***The following condition applies to Vector Limited and Transpower NZ Limited Electricity Infrastructure:***

25. The Requiring Authority shall consult with Vector Limited and Transpower NZ Limited at least 15 working days before carrying out any of the following activities on land that is subject of Designations 179 and 179A:

- a. Any activity where damage is caused, or is likely to be caused, to underground transmission lines assets through excavation or works;
- b. Any excavation in, or under, the road (including drilling, tunnelling, thrusting or similar); or
- c. Establishment, maintenance or replacement of street trees.

***The conditions below apply only to Watercare Services Limited's Infrastructure***

26. The Requiring Authority shall ensure that Watercare's ability to operate, maintain or upgrade its assets is not unduly restricted or prevented during construction and post construction.

27. The Requiring Authority shall consult with Watercare (or any other agent nominated from time to time) at least 15 working days prior to any works being carried out in close proximity to Watercare's assets and obtain any approvals required from Watercare.

28. The Requiring Authority shall, at the Outline Plan of Works stage, clearly show any actual and/or potential effects of the proposed works on Watercare's infrastructure.

**Emergency works**

29. Emergency works and urgent works, including provision for 24 hour access, can be undertaken by any other Network Utility Operator without the need for express written approval from the Requiring Authority. The party undertaking the emergency or urgent works must advise the Requiring Authority, within 2 working days, that the activity has been undertaken and seek written approval if the work is ongoing.

"Emergency works" means works defined under section 330(1) of the RMA or Section 6.22.1 of the Draft National Code of Practice for Utilities Access to the Transport Corridors (March 2009) of the Code of Practice of Working in the Road (Auckland Region) or any replacement code.

"Urgent work" is defined in section 69 of the Local Government Act (Auckland Council) Act 2009 as work that is urgent and necessary as a result of any defective equipment or other emergency equipment or other emergency.

The above condition shall apply to land that is within the road designation, whether it is formed or not.

**Written Approvals**

30. In providing written approvals for works in roads under section 176 of the RMA, the Requiring Authority shall comply with the requirements, procedures and timeframes set out in the Code of Practice for Working in the Road (Auckland Region) or any replacement of the regional code by the Code of Practice of Utilities Access to the Transportation Corridors.

*Advice Note:*

The process implemented for providing requiring authority approvals above could be incorporated into the process for granting access to the road network such that a single process for both requiring authority approvals and road access approvals is implemented unless otherwise requested by the party seeking approval.

### **Vegetation and Corridor Mitigation**

31. The Requiring Authority shall submit a comprehensive Landscape Mitigation Plan as part of the Outline Plan, in consultation with the Council's Urban Design - Built Environment (Environmental Strategy and Policy), Park Arborists and the Northern Ward Arborist for approval and to the satisfaction of Auckland Council. The Plan shall take account of:

- a. Mitigation measures as outlined in the 'Landscape Plans' and 'Landscape and Urban Design Framework' report prepared by Isthmus Landscape Architecture/Urban Design dated April 2011 (Appendix 2 and 3 of the Landscape, Visual and Urban Design Assessment Report).
- b. Modifications to the measures outlined in the Landscape Plans and Landscape and Urban Design Framework report required to give effect to detailed design safety audit recommendations, geometric design constraints and access arrangements for 329 Albany Highway shown on drawing no. 51-30100-SK44 dated 15 December 2011.
- c. Where there is a conflict between tree location and utilities, alternatives are explored in order that trees are planted close to the locations shown on the 'Landscape Plans'. Such alternatives may include minor relocation of planting (which may entail changes in tree spacing or minor adjustments to footpath and cycle path alignment), changes to tree planting details (such as changes in tree planter detail), or minor realignment of the more flexible services where it is practicable and does not add significantly to cost. Where such alternatives are not practicable, such trees shown on the 'Landscape Plans' shall be planted elsewhere in the corridor.
- d. Consultation with individual property owners and Cycle Action Auckland (in regards to the design of the cycle pathways).
- e. The high sensitivity and potential complexity of the works associated with the reserve land along the Albany Highway Corridor, and in particular, the Albany Cemetery (R539) and Oteha Stream (R473).

32. The Plan shall provide for:

- a. The implementation of the design parameters detailed in the Landscape and Urban Design Framework (Appendix 3 of the Landscape, Visual and Urban Design Assessment report) that provides guidance on the detailed design of:
  - Pedestrian and cycle pathways
  - Medians
  - Intersections
  - Mid-block crossings
  - Pedestrian refuge islands
  - Driveways and shared accessways
  - Retaining walls
  - Street furniture (lights, signs, bush shelters)
  - Boundary walls
  - Existing vegetation
  - Planting within the berm
  - Planting within property boundaries
  - Stormwater
  - Days Bridge
  - Utilities.

- b. The identification of existing trees and vegetation affected by the proposed works which, where practicable, are to be retained. These trees shall be protected during the construction programme.
- c. The identification of any existing trees and vegetation affected by the proposed works that are to be relocated.
- d. A schedule of species to be planted, including their location, botanical name, average plant size at time of planting, with a minimum size of PB95 being used for all specimen street trees, and average mature height.
- e. Detailed design of acoustic barriers (in consultation with a suitable qualified acoustic consultant) following consultation with individual property owners.
- f. A maintenance period for vegetation retention of no less than 2 years from the certified date of practical completion of all the planting. The maintenance shall include performance standards specifying survival rates for planting and strategies to address non optimal growth rates and measures including control of invasive root species. It shall also provide for replanting where unsatisfactory planting results have occurred and the timing of planting which could,- in consultation with landowners, include opportunities for early planting.
- g. Details of street tree planting within medians and berms along the corridor length.
- h. Replacement fencing, walling and boundary planting including outcome of discussions with individual owners.

*Advice Notes:*

In the preparation of the Landscape Mitigation Plan consideration should also be given to the following matters:

1. Retaining Walls

- The use of stepped structures with planting to assist the visual mitigation where retaining walls are required to be higher than 1.2m.
- The use of pre cast panels between the slip road adjacent to 234a- 246 Albany Highway and the highway itself with consideration to a planting strip at the base of the wall to allow for shrub or climber planting to soften the retaining structure.
- The use of art to enliven this route used by adults and children - retaining walls offer a variety of opportunities, particularly near intersections and bus stops.

2. Boundary Treatment

- To the use of hedge, low shrub or climber planting on the highway side of timber fences where space between footpath and boundary permits, in order to create a 'greener' streetscape and reduce the potential for graffiti, so long as such planting does not compromise passive surveillance objectives. Consideration should be given to the adequacy of on-going maintenance of such planting. A decision on such planting should take into account the wishes of adjacent property owners.
- Fencing to be designed with some variations along the corridor in context with adjacent properties, but in a way that creates a coherent and uncluttered appearance as described in the Landscape and Urban Design Framework

3. Street Furniture and Lighting

- The quality of fittings should be of similar standard to that implemented in the Albany Town Centre as a minimum.

4. Shrub and Groundcover Species

- The use of a limited number of consistent shrub and groundcover species within all three different native planting mixes to encourage a sense of continuity and cohesion throughout the highway corridor.

#### 5. Street Tree Planting

- The use of a planting trench in the grassed berm between the pedestrian path and cycleway, where it is capable of being developed, such as between the footpath and cycle path between 265 Albany Highway and Appleby Road, in order to provide good growing conditions for street trees. Note that construction of such planting trenches shall take into account potential conflict with utilities.

#### 6. Paving Materials

- The use of a coherent system of paving materials and signage to distinguish footpaths, cycle paths, and shared paths. Such materials should complement each other so that they contribute to visual amenity. Signage and graphics should similarly contribute to amenity,
- The use of paving for pedestrian refuge areas within the central median consistent with that use/ for shared paths on the adjacent berms. This approach could be extended to pedestrian crossover areas of roads feeding into the highway subject to traffic engineering recommendations.

#### 7. Other Detailed Design Issues

- Impractical berm configuration that results in acute angles for planting or grassed areas that will not support successful plant establishment e.g. LP002 adjacent 221 Albany Highway and LP011 east side of corridor adjacent Lucas Creek tributary.
- Potential conflict between lighting standard and vehicular access points e.g. LP007 adjacent 427 Albany Highway.
- Potential conflict between bush shelter and vehicular access points LP007 adjacent 419 Albany Highway.
- Feasibility of retaining existing trees e.g. LPOOB adjacent 437b Albany Highway. (Note: the general approach of retaining existing significant trees/notable trees is supported in principle).
- Practicality of footpath layout e.g. LPOOB absence of paved link between bus stop and footpath near 460 Albany Highway.
- Comprehensive treatment of all berms e.g. LP012 adjacent R21 where no treatment is shown for the berm between the shared cycleway / footpath and the property boundary.
- Review of the intersection widths and radii to reduce pedestrian crossing distances and turning vehicle speeds down.

#### *Parkhead Reserve RB*

- Replacement planting within the Reserve to reinstate the existing well established leafy reserve character that prevails.
- Attention should also be paid to the sensitive design of any level changes between the highway and reserve to ensure an attractive and seamless transition between the two. Retaining, if required, should be detailed so as to avoid interfering with the open expansive feel between the carriageway and reserve and should be either formed in a high quality material that does not require screening or screened by low planting or a self clinging climber.

#### *R323*

- Replacement planting of two totara in the adjacent reserve.

#### *Oteha Stream R473*

- To encourage the use of clean and simple lines, and visually recessive colours and avoid the use of applied motifs for Days Bridge.

#### *Albany Cemetery*

- It may be appropriate to consider the use of an alternative species to kanuka within the Albany Cemetery as replacement for the existing trees.
- Use of natural stone facing material on the retaining wall below the Cemetery.

34. All planting in the road reserve will be subject to normal Council maintenance after the specific period identified in the Landscape Mitigation Plan.

35. All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practical opportunity. Following completion of planting, the Requiring Authority shall submit to the Council a report by an independent and appropriately qualified landscape architect on the implementation of the Landscape and Urban Design Plan providing a quantitative and qualitative assessment of the performance criteria detailed in the plan. During the maintenance period, the landscape architect shall carry out a qualitative and quantitative inspection every three months during the first 12 months following planting (or more frequently if considered necessary), and then six monthly for a period up to 24 months from completion of each planting area or until the performance standards detailed in the maintenance contract are met.

Stormwater / Contaminants Prior to lodgement of the Outline Plan of Works, consultation shall be undertaken with the Auckland Council Stormwater Unit on the proposed treatment and discharge of stormwater.

*Advice Notes:*

1. Consultation should be undertaken with the Auckland Council Stormwater Unit regarding the following bullet points relating to the stormwater management infrastructure catering for the proposed road design:
  - Operation and maintenance of proposed stormwater management devices
  - Maintenance access requirements for stormwater management ponds (or other such devices) located within private property
  - Interim and long term responsibility for pond maintenance and other such devices
  - Maintenance access requirements for stormwater management devices located within the road corridor
  - Location of stormwater manholes within the road corridor
  - Connection of existing stormwater infrastructure into any new roading stormwater network
  - Any maintenance requirements for stormwater management devices immediately prior to any transfer of responsibility of those devices to Auckland Council, including but not limited to a full clean-out of proprietary devices including filter medium and cartridge replacement where required.
2. Stormwater pond(s) (or other such devices) located on private property that have been identified for the purpose of treating stormwater runoff from the proposed road corridor should, if possible, have an Easement in Gross over the private land to enable routine maintenance and operation of the stormwater management pond(s). The area comprising the stormwater pond(s) should, if practicable be defined as an Easement for Drainage Purposes, or become a Drainage Reserve vested in Auckland Council.
3. Operation and maintenance access to any stormwater pond should be provided to an 'all weather' standard as per the legacy Council requirements - NSCC-IDSMS 2009 Issue 10.
4. Operation I Maintenance Manuals with Engineering Drawings should be provided to Auckland



Council Stormwater Unit for all stormwater devices, including ponds. The manuals should include catchment plans, summary cafes, drawings, as built, etc - as per the legacy Council requirements - NSCC IDSM 2009 Issue 10.

5. The forebays of existing ponds should be jointly inspected before road works commence, assessed, and photos taken. Any road construction wash materials I debris identified that have accumulated during the construction phase of the project should be removed from the forebay(s) by the Requiring Authority upon completion of the activity, at no cost to Council and to Councils satisfaction. Liaison regarding any required stormwater pond forebay clean out is with Auckland Council's Stormwater Consents Engineer.

## Attachments

No attachments.

## 1470 Gills Road to Oteha Valley Road New Road Link

Designation Number	1470
Requiring Authority	Auckland Transport
Location	Between Gills Road, Albany (south of Living Stream Road) to Oteha Valley Road (opposite Appian Way), from south of Living Stream Road along Gills Road to east of Lucas Creek bridge.
Rollover Designation	Yes
Legacy Reference	Designation 208, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	31 October 2024

### Purpose

The construction, operation and maintenance of a new road and improvements to the existing Gills Road.

### Conditions

#### General Conditions

1. Subject to the conditions set out below, the works shall be undertaken in general accordance with the Notice of Requirement dated 10 June 2013 and supporting documents and further information, dated 1 October 2013, provided by the Requiring Authority under section 92 of the Resource Management Act 1991 (RMA).

#### Lapse Condition

2. Subject to Section 184(1) of the RMA this designation will lapse 10 years from the date the designation is included in the District Plan under section 175(2) of the RMA.

#### Extent of the Designation

3. The extent of the designation is that area identified on the plans tabled at the hearing on 20 March 2014 being "Proposed Designation Plan Option E3+D(OPTION 7)", drawing number 60212108-TR-7030, sheets 1 and 2.

#### Landscape Conditions

##### Landscape Concept Plan

4. The Requiring Authority shall submit a Landscape Concept Plan with the Outline Plan of Works. This Plan shall demonstrate how the mitigation measures set out in Section 4.1 of the Visual and Landscape Assessment for Gills Road to Oteha Valley Road Link Road, Albany (dated 19 February 2013) submitted with the Notice of Requirement are to be implemented. The Landscape Concept Plan shall show how the following is achieved:

- a. Retention of as much indigenous vegetation and trees as is reasonably practicable within the designation;
- b. The shaping and integration of the earthworks into natural landforms as far as is practicable;
- c. Revegetation of the areas within the designation not occupied by road and associated infrastructure shall be planted with local eco-sourced indigenous species, to reduce edge effects and to widen ecological corridors and riparian forest within the area;
- d. Revegetation shall include a mix of pioneer native species and successional plant species listed in 4(f);
- e. Revegetation of the areas under the bridge footprint, with appropriate species including tree ferns, *Phormium tenax* and shade tolerant trees such as kowhai;
- f. Species and plant sizes to be included in revegetation plant schedules shall include:

Botanical name	Common Name	Grade
Carpodetus serratus	Putaputaweta	1 L
Coprosma robusta	Karamu	0.5 L
Cordyline australis	Ti kouka	0.5 L
Dacrycarpus dacrydioides	Kahikatea	PB 8
Hebe stricta	Koromiko	1 L
Hoheria populnea	Houhere	1 L
Kunzea ericoides	Kanuka	0.5 L
Leptospermum scoparium	Manuka	0.5 L
Muehlenbeckia complexa	Pohuehue	1 L
Melicytus ramiflorus	Mahoe	1 L
Phormium tenax	Harakeke; flax	0.5 L
Vitex lucens	Puriri	PB 8
Podocarpus totara	Totara	PB 8
Dacrydium cupressinum	Rimu	PB 8
Prumnopitys ferruginea	Miro	PB 8
Prumnopitys taxifolia	Matai	PB 8

- g. The mitigation of the visual impact of the retaining structures on the eastern side of the road link adjacent to the open grassed area, referred to as the "amphitheatre", shall include the use of an embankment that can be vegetated and integrated into the recreational use of the adjoining reserve land;
- h. Screen planting and green walls, where practicable, to enhance and integrate the retaining walls on the western side of the road link from Gills Road to the bridge section;
- i. The use of larger specimen tree plantings in combination with existing vegetation and proposed revegetation to mitigate the visual impact of the road and associated structures;
- j. The area of native forest to be removed between Gills Road and Lucas Creek is to be replaced by new native forest planted at a ratio of 1:3 (3m<sup>2</sup> planted for every 1m<sup>2</sup> removed). The new planting shall largely comprise the same native species as existing, in order to achieve a 'like for like' ecological outcome. The planting may comprise a combination of planting within and outside the designation. Any replacement planting outside the designation shall be located as close as reasonably practical to either Gills Road Reserve or Hooton Reserve;
- k. The Parks Sports and Recreation team of Auckland Council and representatives from Te Runanga o Ngati Whatua shall be consulted in the preparation to the Landscape Concept Plan and in determining the location of new forest planting outside the designation
- l. Where outside the area of native forest, any native trees required to be removed within the designation shall be replaced at a ratio of 1:1 for trees under 4 metres and 1:2 (2 replacements for every tree removed) for any species over 4 metres.
- m. Mass-planted areas shall be maintained for a period of 5 years or until 90% cover is achieved, whichever occurs first. A 5 year maintenance period shall apply to all other planting. During the maintenance period, plants that die or fail to perform to the satisfaction of Auckland Council shall be replaced. Monitoring of the mass-planted areas shall be reported every 6 months to Auckland Council during the maintenance period.
- n. Integration, where practical of new footpaths and cycleway with existing and proposed cycleways and walkways within adjoining reserves and streets.

### **Trees and Vegetation**

5. Vegetation clearance shall be undertaken so as to avoid the avifauna breeding season i.e. August-February.

6. The Requiring Authority shall submit a Tree Protection Plan with the Outline Plan of Works. The Plan is to be implemented prior to works commencing. Its purpose is to remedy, mitigate or avoid adverse effects of the construction works on trees and vegetation and shall address, but not be limited to:

- a. The appointment of a works Arborist;
- b. On site arboricultural supervision and monitoring;
- c. Protective fencing;
- d. All measures required to successfully retain and protect tree 9 (kanuka), tree 10 (kahikatea) and tree 11 (kahikatea) identified in the report by Arborlab Consultancy Services Ltd (dated 5 February 2013) submitted with the Notice of Requirement. All works and activities associated with the designation shall be undertaken in a manner that ensures the long term health and viability of these trees is not compromised;
- e. Identification, and protection of specimen trees within the designation that could be successfully retained;
- f. Vegetation clearance methodologies;
- g. Controls relating to kauri dieback (noting, for example, that there are kauri in the vicinity of Area D in the Arborlab report)
- h. All measures required for working in proximity of trees growing outside the designation. All works and activities associated with the designation, e.g. storage of materials, operation of machinery, excavation and drainage works, and installation or realignment of services shall be undertaken in a manner that ensures the long term health and viability of any tree outside the designation is not compromised;
- i. All measures required to prevent impacts on riparian vegetation under the footprint of the bridge during construction. Input should be sought from the Engineers and Ecologists in determining what riparian vegetation under the bridge can be retained and establishing a methodology to achieve this;
- j. Root pruning and protection measures;
- k. Control and isolation of potential contaminants such as fuels, lubricants and foreign soil/fill; and
- l. Access for machinery, equipment and vehicles during construction (and for maintenance following construction).

#### **Weed & Pest Management Plan**

7. The Requiring Authority shall submit a Weed and Pest Management Plan with the Outline Plan of Works. The Plan shall cover the area identified in the Landscape Concept Plan required under Condition 4 and is to be implemented for the duration of the construction works and for a period of five years following the completion of the construction works, earthworks and new planting (the implementation period) or until 90 % canopy cover has been achieved. The purpose of the Plan is to ensure that weeds and pest animals are adequately managed and shall include (but not limited to) the following:

- a. Identification of current weed and pest animal species within the designation, as well as those in the immediate surrounding area;
- b. Manual removal of unwanted weeds and pest animals;
- c. Appropriate herbicide and toxins or traps to control any further incursions by weeds or pest animals, respectively; and
- d. Monitoring of weed and pest management is to be carried out on a six monthly basis for the duration of the implementation period and shall be reported to Team Leader, Northern Resource Consenting and Compliance, Auckland Council.

#### **Urban Design**

8. The Requiring Authority shall submit an Urban Design Statement with the Outline Plan of Works. The Statement will outline how the detailed design has been developed in response to recommended mitigation measures set out in the Gills Road to Oteha Valley Road, New Road Link: Urban Design Report (dated 19 February 2013) submitted with the Notice of Requirement. The statement shall include a CPTED analysis. The Parks Sports and Recreation team and the Built Design Unit (or equivalent) of the Auckland Council shall be consulted during the detailed design phase and in the preparation of the Urban Design Statement.

#### **Implementation**

9. The landscape and urban design works identified in the Landscape Concept Plan and the Outline Plan of Works shall be implemented as soon as practicable and be completed no later than 12 months after the completion date of the road construction works.

## **Ecology**

### **Fauna relocation**

10. Prior to any vegetation clearance or earthworks being undertaken, the translocation, where practicable, of selected indigenous fauna (lizards, bats and terrestrial macroinvertebrates) within the area of the works, is to be undertaken by the appropriate specialists. The translocation shall be undertaken in accordance with the search and removal protocol for indigenous fauna in the Wildlands Reptile Management Plan prepared Wildland Consultants dated 16 September 2013.

11. Relocation of fauna shall occur so that any individuals (lizards, bats and terrestrial macroinvertebrates) are transferred to a like-for-like site (habitat) as close as possible to the removal site in the nearest Significant Landscape Feature (or Significant Ecological Area in the PAUP), such as the suggested site in Gills Road Reserve (Wildlands Reptile Management Plan).

12. Monitoring of relocated fauna shall be undertaken on a six-monthly basis for a minimum of two years at both the relocation site (and the construction site from completion of works) as set out in the Wildlands Reptile Management Plan.

### **Substrate**

13. Retention and re-use of excavated organic materials including topsoil and alluvial substrate in the vicinity of the bridge structure up to a maximum of 10m on either side of the bridge footprint, where practicable, shall be undertaken to allow natural regeneration to occur, unless otherwise agreed by Auckland Council. Where practical, all existing indigenous vegetation within the footprint of the bridge should be retained.

### **Lighting**

14. In order to minimise the impact of the road crossing on Lucas Creek and the forest corridor, any street lighting on the bridge shall be installed and operated so that:

- a. The wattage is as low as permitted under the relevant street lighting standard;
- b. The height of lighting columns is minimised to the extent that is reasonably practicable; and
- c. Light spillage beyond the carriageway is to be minimised to the extent that is reasonably practicable.

### **Archaeology**

15. The project archaeologist shall provide a contractors' briefing to all contractors prior to the onset of earthworks. This briefing shall provide information to the contractors regarding:

- a. What constitutes archaeological material;
- b. The legal requirements for unanticipated archaeological discoveries;
- c. The appropriate procedures to follow under accidental discovery protocols to safeguard materials; and
- d. The contact information of the relevant agencies including the project archaeologist, Heritage New Zealand (formerly the New Zealand Historic Places Trust ('NZHPT')) and the Auckland Council Implementation Team.

16. The Requiring Authority must advise the Auckland Council prior to the start of the project, when earthworks are planned to commence.

17. If sub-surface archaeological evidence is unearthed during construction (e.g. intact shell midden, hangi, storage pits relating to Maori occupation, or cobbled floors, brick or stone foundations, or rubbish pits relating to 19th century European occupation), work shall cease in the immediate vicinity of the remains and the Auckland Council, the project archaeologist and/or Heritage New Zealand (formerly the NZHPT) shall be contacted.

18. In the event of koiwi tangata (human remains) being uncovered, work shall cease in the immediate vicinity and the tangata whenua, Heritage New Zealand and NZ Police are to be contacted so that appropriate arrangements can be made.

19. If a sub-surface large stone/boulder is unearthed during construction of the bridge structure, the location of the stone shall be noted, and Ngati Whatua o Kaipara contacted and have the option to relocate the stone/boulder within the District, if required.

**Construction Environmental Management Plan**

20. A Construction Environmental Management Plan (CEMP) shall be prepared and submitted to Team Leader, Northern Resource Consenting and Compliance, Auckland Council as part of the Outline Plan of Works. The CEMP shall include, but not be limited to:

- a. An Environmental Management Schedule which is to address monitoring and reporting of the works and the application of mitigation measures including for, but not limited to, erosion and sediment control, dust management, tree works and protection, weed and pest management, construction noise and vibration effects, and interaction with Auckland Council compliance and monitoring staff;
- b. Construction sequence;
- c. The management of storage areas;
- d. The control of dust from earthworks and construction activities in accordance with Condition 26;
- e. Roles and responsibilities of personnel on site;
- f. Methods for receiving and responding to complaints about construction activities, including provision for an on-site contact;
- g. A communication plan for reserve users and adjoining properties;
- h. Property access during the works;
- i. The coordination of the requirements of all other management plans and statutory requirements; and
- j. A Construction Noise and Vibration Management Plan (CNVMP). The CNVMP shall describe the management measures to be adopted to, as far as practicable, meet the requirements of NZS 6803:1999 Acoustics – Construction Noise and the vibration limits detailed in Condition 24. Where compliance is not practicable, the CNVMP will set out the measures to minimise the effects of the non-compliance.

21. The CNVMP should provide the following:

- a. Machinery and equipment to be used;
- b. Hours and operation, including times and days when noisy construction work will occur;
- c. The design of noise and vibration mitigation measures, such as temporary barriers or enclosures;
- d. Where compliance with the noise and vibration limits is not reasonably practicable, the alternative measures proposed to minimise the effects of the non-compliance, including consultation with affected residents; and
- e. Methods for monitoring and responding to complaints about construction noise.

22. The Requiring Authority shall implement and maintain the Construction Environmental Management Plan throughout the entire construction period of the project.

**Noise**

23. Noise generated by construction activities associated with the works authorised by the designation shall, as far as reasonably practicable, comply with the Construction Noise standard NZS 6803:1999 and the specified upper limits for construction noise received in residential zones (Table 2). Where compliance with the standard is reasonably impracticable, the works must be undertaken in accordance with the Construction Noise and Vibration Management Plan (CNVMP) to minimise the effects of the non-compliance on residential properties adjacent to the work site.

Table 2 Construction Noise in Residential Zones

Time of week	Time period	Duration of work					
		Typical duration		Short term duration dBA		Long term duration dBA	
		Leq	Lmax	Leq	Lmax	Leq	Lmax

<b>Weekdays</b>	0630-0730	60	75	65	75	55	75
	0730-1800	75	90	80	95	70	85
	1800-2000	70	85	75	90	65	80
	2000-0630	45	75	45	75	45	75
<b>Saturdays</b>	0630-0730	45	75	45	75	45	75
	0730-1800	75	90	80	95	70	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75
<b>Sundays and Public Holidays</b>	0630-0730	45	75	45	75	45	75
	0730-1800	55	85	55	85	55	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75

Noise limits of 55dBA daytime or 45dBA night time may mean that no construction work can take place.

#### **Vibration**

24. Construction vibration shall, as far as reasonably practicable, comply with the following:

<b>Receiver</b>	<b>Location</b>	<b>Details</b>	<b>Category A</b>	<b>Category B</b>
Occupied dwellings, educational and medical facilities	Inside the building	Night-time 2000h-0630hr	0.3mm/s ppv	1mm/s ppv
		Daytime 0630h-2000hr	1mm/s ppv	5mm/s ppv
		Blasting vibration	5mm/s ppv	10mm/s ppv
Other occupied buildings	Inside the building	Daytime 0630h-2000hr	2mm/s ppv	5mm/s ppv
All other buildings	Building foundation	Vibration-transient (including blasting)	5mm/s ppv	BS 5228-2 Table B.2
		Vibration - Continuous		BS 5228-2 50% of Table

25. Where compliance with the vibration limits is reasonably impracticable, the works must be undertaken in accordance with the Construction Noise and Vibration Management Plan in order to minimise vibration impact on residences adjacent to the work site.

#### **Dust**

26. At all times the best practicable option shall be applied to prevent or minimise any dust nuisance beyond the site boundary of the activity.

#### **Bridge Design**

27. The design of the bridge (to be shown in the Outline Plan of Works) must, to the extent reasonably practicable, incorporate the use of two columns (rather than single columns) for the bridge supports, to minimise the visual impact that larger single columns would have.

### **Connectivity and Access**

#### **Hooton Reserve Car Park**

28. The Requiring Authority must, at the request of Regional Facilities Auckland, provide an equivalent area of parking space in Hooton Reserve, Oteha Valley Reserve or North Harbour Stadium, to replace any car park spaces within Hooton Reserve that are licensed for use by North Harbour Stadium that are displaced by the works authorised by this designation. The Auckland Council (Parks Sports and Recreation team), Tennis Northern and Regional Facilities Auckland shall be consulted in determining the location and form of such replacement car parking.

#### **Gills Road**

29. The geometric design and traffic management treatment on Gills Road shall be designed so that vehicular access to 28 Gills Road can be achieved in accordance with the relevant District Plan rules.

#### **Gold Road Reserve Pedestrian Link**

30. The current pedestrian link between the Gold Road Reserve and Gills Road shall be retained.

### **Temporary Traffic Management**

31. The Requiring Authority shall submit a Temporary Traffic Management Plan to Auckland Council as part of the Outline Plan of Works. The objective of the Temporary Traffic Management Plan is to, as far as is reasonably practicable, avoid, remedy or mitigate the adverse effects of construction on transport networks and property access. This is to be achieved in accordance with the NZTA Code of Practice for Temporary Traffic Management.

### **Consultation**

32. The Requiring Authority shall communicate progress on the project in writing at least six monthly with the following stakeholders:

- a. Ngati Whatua o Kaipara;
- b. Iwi who may identify as mana whenua and indicated an ongoing interest in the project:

Ngaitaiki Tamaki;

Te Akitai;

Te Kawerau;

Ngati Whatua o Orakei;

Ngati Whatua Runanga;

Ngati Poa;

Nati Maru;

Ngati Tamatera; and

- c. Directly affected landowners.

33. Within three months of the confirmation of the designation, the process and methods for consulting with Ngati Whatua o Kaipara are to be determined by the Requiring Authority and Ngati Whatua o Kaipara.

34. The matters to be discussed between the Requiring Authority and Ngati Whatua o Kaipara include:

a. The stone/boulder that may be unearthed during the construction of the bridge structure or one that is sourced from elsewhere by Ngati Whatua o Kaipara.

b. Kaitiakitanga and the draft management plans associated with the Notice of Requirement:

i. Construction Environmental Management Plan (CEMP);

ii. Urban Design Statement;

iii. Landscape Concept Plan;

iv. Tree Protection Plan;

v. Weed and Pest Management Strategy;

vi. Temporary Traffic Management Plan; and

c. Karakia (blessings) and tikanga Ngati Whatua.



### **Advice Notes**

1. All archaeological sites are protected under the provisions of the Historic Places Act 1993 (HPA). It is an offence under this Act to destroy, damage or modify any archaeological site, whether or not the site is entered on the Heritage New Zealand (formerly New Zealand Historic Places (NZHPT)) Register of Historic Area, Wahi Tapu and Wahi Tapu Areas. Under Section 11 and 12 of the Act, applications must be made to Heritage New Zealand for an authority to destroy, damage or modify an archaeological site(s) where avoidance of effect is not practicable. It is the responsibility of the requiring authority to consult with Heritage New Zealand about the requirements of the HPA and to obtain the necessary Authorities under the HPA should these become necessary, as a result of any activity associated with the proposed development. For information please contact the Heritage New Zealand Northern Regional Archaeologist – Beverley Parslow (09) 307 0413.

2. The initial CEMP submitted under Condition 20 may be indicative only because the contractor may not have been appointed at the time. Modifications to the indicative CEMP (and any other aspect of the Outline Plan of Works) may thus need to be made prior to (and during) the construction period. Any such modifications must be made in accordance with sections 176A(4) – (6) of the RMA.

### **Attachments**

No attachments.

## 1471 Mansel Drive

Designation Number	1471
Requiring Authority	Auckland Transport
Location	Between Mansel Drive and Falls Road, Warkworth.
Rollover Designation	Yes
Legacy Reference	Designation 407, Auckland Council District Plan (Rodney Section) 2011
Lapse Date	24 July 2024

## Purpose

Roading purposes.

## Conditions

### General Condition

1. The works shall be undertaken in general accordance with the information provided to the Council by the Requiring Authority in the Notice of Requirement, submitted May 2012, and the supporting documents.

### Lapse Condition

2. In accordance with section 184(1)(c) of the Act, this designation shall lapse on the expiry of 10 years after the date on which it is included in the Auckland District Plan: Rodney Section unless:

- a. It is given effect to before the end of that period; or
- b. The Council determines that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made; or
- c. The designation lapses earlier by virtue of the District Plan ceasing to be operative.

### Extent of Designation

3. The extent of the designation shall be the area identified on the submitted drawing prepared by Hutchinson Consulting Engineers, titled Designation Plan, dated May 2012, reference A3 - 15280 D/01 ("the Designation Plan").

### Temporary Designation Area

4. The designation over the area identified as "Temporary designation for plant and material storage", on the Designation Plan shall lapse on the expiry of 10 years after the date on which the designation is included in the District Plan or after the physical works have been completed, whichever event occurs first.

### Traffic Management

5. Prior to any new road construction work commencing, final plans detailing low impact design measures shall be submitted with the Outline Plan of Works.

6. The Requiring Authority shall submit a Construction Traffic Management Plan ("CTMP") with the Outline Plan of Works. The CTMP must be prepared by a qualified and experienced site traffic management supervisor. The CTMP is to be implemented and maintained for the duration of the works.

### **Construction Noise Management**

7. The Requiring Authority shall submit a Construction Noise Management Plan ("CNMP") with the Outline Plan of Works. The CNMP shall be implemented and maintained for the duration of the works.

8. Construction noise shall be measured and assessed in accordance with the provisions of NZS6803:1999 Acoustics – Construction Noise. Construction noise levels shall comply with the noise limits provided in Tables 2 and 3 of the Standard except as otherwise provided for in the approved CNMP.

### **Pre-Start Meeting**

9. Prior to works commencing, the Requiring Authority shall organise a pre-start meeting on the site with Council staff to discuss the following:

- a. The name, phone number of, and signed confirmation that, a road sweeping contractor that has been engaged to sweep the roads on an as needed basis to ensure stormwater quality is not affected;
- b. Designated site entry and stabilisation requirements; and
- c. Stockpile locations.

The Requiring Authority's representative and all site works contractors are to be present at the pre-start meeting. A Requiring Authority representative shall minute the meeting and circulate those minutes to all in attendance as well as providing a copy to the Team Leader, Compliance and Monitoring, Orewa within two working days of the meeting being held.

### **Earthworks**

10. All earthworks, stockpiles of earth and storage of other construction materials/ vehicles/works shall be excluded from the dripline of all vegetation to be retained in the designated area. A protective fence shall be erected around the affected vegetation prior to the commencement of any work on the site, as required by condition 26, and shall remain in place until completion of all works.

11. All excess or unsuitable and excavated material shall be removed from the site before or immediately following completion of earthworks and disposed of to the satisfaction of the Team Leader, Compliance and Monitoring, Orewa. Written evidence demonstrating that the excavated fill has been deposited in an approved location shall be submitted to the Team Leader, Compliance and Monitoring, Orewa in the form of producer statement, certification or similar.

12. Any soil to be exported from the site(s) shall be sampled and tested prior to being exported.

If testing identifies that the soil does not meet Ministry for the Environment criteria for clean fill in the MfE report titled "A Guide for the Management of Clean Fills", dated January 2002 and any subsequent updates, then the soil must be disposed of at a landfill registered to dispose of contaminated soil of the levels found. Copies of the laboratory analysis results shall be provided to the Council prior to the removal of any soil off the site. If the results indicate the clean fill criteria will not be met, receipts/manifests shall be provided to the Council (the Team Leader, Compliance and Monitoring, Orewa) detailing the volume of soil exported and its disposal address/location.

13. All areas of exposed earth shall be top-soiled and grassed or otherwise stabilised against erosion as soon as practicable and in a progressive manner as works are completed, but no later than one week following completion of works.

### **Archaeological**

14. If any archaeological features, including human remains, shell middens, hangi or ovens, pit depressions, defensive ditches or artefactual materials are exposed during site works, then the following procedures shall apply:

- a. Immediately it becomes apparent that a possible archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;
- b. The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched and is to notify the Auckland Council immediately;
- c. If the site is confirmed to be an archaeological site, the site supervisor shall then notify tangata whenua (the Mahurangi Action Plan 2010-2030 identifies the relevant tangata whenua who have an interest in and a role as kaitiaki (guardians) in the Mahurangi area), and the New Zealand Historic Places Trust, that an archaeological site has been exposed so that appropriate action can be taken;
- d. In the case of human remains, the New Zealand Police shall be notified by the Requiring Authority.

Advice note:

For further information please contact the NZHPT Regional Archaeologist, Bev Parslow (09) 307 9923

### **Dust and Dirt Mitigation**

15. All dirt tracked onto the surrounding roads as a result of the works shall be cleaned on a daily basis at the expense of the Requiring Authority. In case of repeated non-compliance with this condition, or if in the Council's opinion the dirt on roads and/or footpath is creating an adverse effect on the environment, the Council may engage a road cleaning contractor to carry out the road cleaning at the cost of the Requiring Authority.

16. Dust mitigation shall be employed by the Requiring Authority for the entire duration of the earthworks and shall include, but not be limited to:

- a. use of wheel wash facilities;
- b. watering all haul roads;
- c. mulching/grassing of stockpiled materials not in use;
- d. staging works;
- e. watering any trouble spots identified on the site by Council staff; and
- f. locating haul roads and stockpiles away from residential dwellings to the satisfaction of the Team Leader, Compliance and Monitoring, Orewa.

17. Should the dust control measures be unsuitable at any time, the activity creating the dust issue shall cease until such time as the problem is resolved to the satisfaction of the Team Leader, Compliance and Monitoring, Orewa.

### **Hours of Operation of Construction Activity**

18. All development works on the site involving earthworks and the use of associated heavy machinery shall be undertaken between the following hours only:

Mondays to Fridays - 7.30 am to 7.00 pm;

Saturdays and Sundays - 8.00 am to 5.30 pm; and

Public Holidays - No work

### **Landscape**

19. All works associated with this designation shall be undertaken in strict accordance with and shall not deviate from the recommendations, guidance and methodologies provided by the arboricultural report prepared by Amenity Tree Consultants Ltd, dated 1 May 2012. It is the responsibility of the Requiring Authority to ensure that all new planting, as shown on the Landscape Planting Plan prepared by GHD (Drawing No: 51-30842-L001 rev A / dated: 01/05/2012), is implemented during the first planting season following completion of all site development works.

20. The Requiring Authority shall submit a finalised planting and maintenance plan for the stream buffer and wetland area, including a methodology plan (for a maintenance period of no less than three years) with the Outline Plan of Works.

21. Any native trees to be removed in accordance with this designation shall be offered to the Ngati Manuhiri Settlement Trust prior to felling and/or disposal.

22. The Requiring Authority shall be responsible for ensuring that all new plantings associated with the GHD Landscape Planting Plan referred to in condition 21 are maintained for a minimum period of three years.

23. The Requiring Authority shall ensure that all new plantings associated with the GHD Landscape Planting Plan that die or decline at any time over the three years following the initial planting, are replaced. The replacement plants shall be of the same species, grade and size as the original specimens and planted no later than the following planting season (May to August).

24. The dripline area of the native vegetation to be retained shall be cordoned off from the remainder of the designated area by a 1.2 metre high protective fence or similar barrier prior to the commencement of any physical work on the site. This fence/barrier shall remain until all the work on the site has been completed. The fence/barrier shall be constructed to a standard that will prevent:

- a. construction personnel from entering the protected area;
- b. vehicle traffic over the root zone;
- c. the area being used for the temporary storage of building materials;
- d. modification of the area's existing contour;
- e. excavations in the area such as trenching or alteration of the soil grade;
- f. lighting fires in the area; and
- g. cement/concrete washing and leaching of chemicals.

The fence/barrier shall be strong and appropriate to both the degree of the construction works taking place and the vegetation or tree that requires protection as determined by the Team Leader, Compliance and Monitoring, Orewa.

### **Protection of Wildlife**

25. The Requiring Authority shall submit an Ecological Management Plan (“EMP”) for the designated area, prepared by an appropriately qualified ecologist, with the Outline Plan of Works. The EMP must include the methodology to be used for any site clearance, and a detailed scheme of protection, mitigation and compensation measures to be incorporated in the development, including a timetable for implementation of the scheme and any Department of Conservation permits required, and for monitoring the impact of the development on the ecological features. The EMP is to be implemented prior to construction or vegetation/habitat clearance occurring.

### **Advice Notes**

a. The Historic Places Act 1993 (“HPA”) provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. Under section 2 of the HPA, an archaeological site is defined as a place associated with pre-1900 human activity where there may be evidence relating to the history of New Zealand. All archaeological sites are protected under the provisions of the HPA. It is an offence under this Act to destroy, damage or to modify any archaeological site, whether or not the site is entered on the New Zealand Historic Places Trust (“NZHPT”) register of historic places, historic areas, wahi tapu and wahi tapu areas. An authority from the NZHPT is required for such work whether or not the land on which an archaeological site may be present is designated, or a resource, demolition or building consent has been granted, or the activity is permitted in a regional or district plan. It is the responsibility of the Requiring Authority to consult with the NZHPT about the requirements of the HPA and to obtain the necessary authorities under the HPA should these be necessary as a result of any activity associated with the proposal.

b. The Requiring Authority is advised to consult the Ngati Manuhiri Settlement Trust regarding the name for the bridge that forms an integral part of the project.

### **Attachments**

No attachments.

## 1473 Northside Drive

Designation Number	1473
Requiring Authority	Auckland Transport
Location	Land between Northside Drive West, Massey North and Trig Road, Whenuapai
Rollover Designation	Yes
Legacy Reference	Designation WCCRP10, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Roading purposes.

## Conditions

### General Conditions

1. Except as modified by the conditions below or by any Outline Plan, the works shall be undertaken in general accordance with the Notice of Requirement dated 21 August 2008, supporting documents and further information provided by the Requiring Authority, referenced by Council as NOR 2012-1333, including further information and the supporting documents being:
  - a. 'Notice of Requirement for a Designation under Section 168(2) of the Resource Management Act 1991 (RMA', signed for Auckland Transport by Deborah Godinet Manager Property and Planning, dated 21/8/13;
  - b. 'Northside Drive East Assessment of Environmental Effects on the Environment (AEE)', prepared by GHD Ltd, submitted 21 August 2013;
  - c. 'Designation Plan Sheet 1-3, Drawing No. 51-28664-G41120-G41122 inclusive, Rev A', prepared by GHD Ltd, dated 18 October 2012, and all the application documents and plans provided by the Requiring Authority in the Notification of Requirement, submitted 21 August 2013;
  - d. Letter from John Stokes of Auckland Transport titled 'Request for Further Information for Northside Drive East in the Northern Strategic Growth Area', dated 11 February 2013
  - e. 'Northside Drive East Supplementary Report to Notice of Requirement', prepared by GHD Ltd, and supplementary documents and plans, dated March 2014; and
  - f. 'Northside Drive Alternative Drive Layout Sheet 1-6, Drawing No. 51-28664-SK14502-SK14506, Rev A', prepared by GHD Ltd, dated 5 June 2014

### Lapse date

2. In accordance with section 184(1)(c) this designation shall lapse on the expiry of 10 years after the date on which the designation is included in the District Plan.

### Extent of the Designation

3a. The extent of the Northside Drive East designation and design sections is identified on the plans entitled Northside Drive Alternative Drive Layout Sheet Drawing No. 51- 28664-SK 14511 Rev A and SK14512 Rev B prepared by GHD Ltd, dated 5 June 2014.

b. As soon as practicable, and within 12 months of completion of construction of the Project, the Requiring Authority shall:

- i. Review the area designated for Northside Drive East;
- ii. Identify any areas of the Northside drive east designation that no longer necessary for the on-going maintenance of Northside Drive East or for on-going mitigation measures; and
- iii. Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in condition 3(a)(ii) above.

4. The detailed designed of the proposed Northside Drive East carriageway and State Highway 16 overbridge is to take into account the potential for a future access with State Highway 16.

5. The Requiring Authority shall undertake a traffic assessment survey based on vehicle movements within five years of opening the road, with a vehicle count survey every two years thereafter for a duration of 15 years or until the vehicle count reaches 15,000 vehicles movements. This must be submitted to Auckland Council Team Consents Compliance and Monitoring (West). If the average daily traffic volumes along Northside Drive East exceed 15,000 vehicle movements the Requiring authority will undertake a traffic assessment survey, and review the safety and efficiency of the road including against Auckland Transport's Code of Practice or comparable Auckland Transport approved documents, to determine whether any alterations are required to the road layout to address any safety or efficiency concerns. If the review determines road layout alterations are required to address any safety or efficiency concerns these shall be implemented.

#### **Outline Plan**

6. The Requiring Authority shall submit an Outline Plan(s) to the Auckland Council for the project in accordance with Section 176A of the RMA. The Outline Plan shall include the following plans as part of the Outline Plan process:

- a. A Communication and Consultation Plan (CCP);
- b. A Construction Environmental Management Plan (CEMP);
- c. A Construction Noise and Vibration Management Plan (CNVMP); and
- d. A Landscape Management Plan (LMP).

7. All works shall be carried out in accordance with the Outline Plan required by this condition.

#### **Preconstruction**

8. The Requiring Authority shall hold a pre start construction meeting with Auckland Council representatives and the primary contractor. This meeting shall form the basis of communication and details of the CEMP and proposed earthworks management and associated methodologies and ensure that all contractors and other relevant parties are aware of and familiar with the proposed construction methodologies and Condition 12 below.

#### **Communication and Consultation Plan (CCP)**



9. The objective of the CCP is to set out a framework to ensure appropriate communication and consultation is undertaken with affected parties during the construction of Northside Drive East. The CCP shall include but not be limited to:

a. A communications framework that details the Requiring Authority's communication strategies, the frequency of communications and consultation, monitoring and review procedures for designation conditions (including procedures for addressing matters of non-compliance with Council, as well as monitoring, and informing owners and occupiers located adjacent to proposed construction works of such matters), and any other relevant communication matters;

b. The Communication and Consultation Manager for the Project including their contact details (phone, email and postal address);

c. A summary of the communication and consultation undertaken between the Requiring Authority and Network Utility Operators in accordance with Condition 10;

d. Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works and includes providing notice for the commencement of construction activities and works, their expected duration (including activities and works undertaken outside of normal working hours and on weekends and public holidays), and who to contact for any queries, concerns and complaints;

e. Methods for communicating and consulting in advance about temporary traffic management measures to owners and occupiers located adjacent to proposed construction works, including the provision of suitable vehicle access to affected sites during construction works;

f. Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works regarding the management of work around protected vegetation to be retained, vegetation to be removed, and the transplanting of protected vegetation, where practicable;

g. Methods for communicating and consulting with owners and occupiers located adjacent to the proposed construction works regarding preparation of the CEMP, CNVMP and LMP;

h. Methods to ensure ongoing consultation with iwi, including:

i. on cultural and environmental matters of interest to iwi; and

ii. on the development of the CCP, CEMP and LMP; and

iii. clear record keeping of such consultation.

i. A list of stakeholders and directly affected owners and occupiers to the construction works who will be communicated with;

j. The CCP shall also include linkages and cross-references to methods set out in other management plans where relevant.

### **Network Utility Operations**

10. Prior to construction works commencing, the Requiring authority and its contractor shall:

a. Work collaboratively with Network Utility Operators during the development of the design for Northside Drive East and adjacent stormwater pond to provide for the ongoing operation and access to Network Utility operations;

- b. Work collaboratively with Network Utility Operators during the preparation and implementation of any CEMP in relation to management of adverse effects on Network Utility Operations; and
- c. Outline measures and methods to Network Utility Operators which remedy or mitigate any adverse effects on existing infrastructure.

11. Prior to construction works commencing, the maintenance and urgent repair of existing Network Utility Operations undertaken by Network Utility Operators that will not prevent or hinder the project or work to which the designation relates, may be undertaken without seeking the Requiring Authority's written approval under section 176 (1) (b) of the Resource Management Act 1991.

### **Construction Environment management Plan (CEMP)**

12. The objective of the CEMP is to provide for avoidance, remedy or mitigation of adverse effects associated with the construction of Northside Drive East. The CEMP shall include but not be limited to:

- a. Roles and responsibilities of key personnel on-site, including contact details of the site or project manager;
- b. The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
- c. Construction and design of temporary boundary / security fences which provide for the retention of stock on adjacent sites where applicable;
- d. Location and maintenance of site infrastructure including site offices, site amenities, contractor car parking, and security;
- e. Construction methods, including:
  - i. an overview of erosion and sediment control measures to be utilised on-site;
  - ii. methods to minimise potential instability, settlement and groundwater issues;
  - iii. methods for working around vegetation to be retained and potentially affected by construction works; and
  - iv. management of dust and earthworks, including implementation, maintenance, staging and sequencing of earthworks.
- f. Construction programme and sequencing;
- g. The CCP in accordance with Condition 9;
- h. The CNVMP in accordance with Condition 15;
- i. Construction of barriers to control traffic noise prior to undertaking any major construction work in the area of the barrier where practicable;
- j. Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent to the construction site;
- k. Means of ensuring the safety of the general public and provision for emergency services;

l. Traffic management measures to address and maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner;

m. Identification of any existing access, on-site parking and manoeuvring areas which are affected by the works and how the affected areas will be relocated or reinstated on-site;

n. Any accessway closures and the methods to manage traffic affects resulting from temporary restrictions, detours or diversions, in particular seeking to minimise effects on residential and commercial areas;

o. Methods to manage the delivery of construction material; plant and machinery (including cranes and oversized trucks); and

p. Methods for safety managing road users in accordance with the New Zealand Transport Authority Code of Practice for Temporary Traffic Management.

### Construction Noise

13. Noise generated by construction activity associated with the works authorised by this designation shall, as far as practicable, comply with the construction noise standard NZS6803:1999 and the specified upper limits for construction noise as follows:

Occupied PPFs <sup>*3</sup> as defined in NZS 6806:2010	LAeg(15min) <sup>*1</sup>	LAFmax <sup>*2</sup>	
Weekdays	0630-0730	60	75
	0730-1800	75	90
	1800-2000	70	85
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	75	90
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

\*1 A-weighted time-average sound level over a 15 minute period, measured in decibels (dB).

\*2 Z Maximum-weighted noise level with a 1/8 second or 'Fast' time constant, measured in decibels (dB).

\*3 Protected Premises and Facilities-spaces in buildings used for: residential activities, marae, overnight medical care, teaching and sleeping in educational facilities, playgrounds that are part of educational facilities that are within 20m of buildings used for teaching purposes.

Where compliance with the standard is reasonably impracticable, the Construction Noise and Vibration Management Plan will contain methodology on how to minimise the effects of any non-compliance on residential properties adjacent to the work site, and as a minimum, this shall include reference to noise management measures set out in Annex E of NZS6803:1999 and measures listed in Conditions 15(a)(i)-(vi). Where any barriers are proposed to control traffic noise, where practicable these shall be constructed prior to undertaking any major construction work in the area of the barrier.

### Construction Vibration

14a. Vibration generated by construction activities associated with the works shall, as far as practicable comply with the requirements of ISO4866:2010 Mechanical vibration and shock - Vibration of fixed structures- and includes, as far as practicable meeting the Category A vibration criteria as follows:

Receiver	Location	Details	Category A	Category B
Occupied dwellings, educational and medical facilities	Inside the building	Night-time 2000h - 0630hr	0.3mm/s ppv <sup>*2</sup>	1mm/s ppv
		Daytime 0630h - 2000hr	1mm/s ppv	5mm/s ppv
		Blasting vibration	5mm/s ppv	10mm/s ppv
Other occupied buildings	Inside the building	Daytime 0630h - 2000hr	2mm/s ppv	5mm/s ppv
All other buildings	Building foundation	Vibration-transient (including blasting)	5mm/s ppv	BS 5228-2 <sup>*1</sup> Table B.2
		Vibration-continuous		BS 5228-2 50% of Table B.2 values

\*1 = BS 5228-2:2009 - Code of practice for noise and vibration control on construction and open sites - Part 2: vibration.

\*2 = Peak particle velocity. This is the instantaneous maximum velocity reached by the vibrating services as it oscillates about its normal position.

b. Where it is not practicable to achieve the Category A criteria, a suitably qualified expert shall be engaged to assess and manage construction vibration during the activities that exceed the Category A criteria. If predicted construction vibration exceeds the Category B criteria then construction activity should, where practicable, only proceed if there is appropriate monitoring of vibration levels and effects on buildings at risk of exceeding the Category B criteria, by suitably qualified experts.

c. Where compliance with the vibration limit is reasonably impracticable the works must be undertaken in accordance with the Construction Noise and Vibration Management Plan in order to minimise vibration impact on residences adjacent to the work site; and shall include reference to measures listed in Condition 15(b)(i)-(v).

### Construction noise and Vibration Management Plan (CNVMP)

15. The objective of the CNVMP is to provide a framework for the development and implementation of measures to avoid, remedy or mitigate the adverse effects of noise and vibration resulting from construction. The CNVMP shall include but not be limited to:

a. Construction Noise

i. Hours of operation, including times and days when noise generating construction would occur. Where, at times during the predicted construction programme, construction noise is predicted to be above the requirements of NZS6803:1999, the CNVMP will details hoe the effects of the predicted noise levels will be managed in terms of adopting the best practicable option to reduce noise, in consultation with Council & directly affected owners and occupiers (in accordance with the CCP).

This shall include no work after 5:00pm on Saturday, all day Sunday and public holidays, and not undertaking any works which exceed the night time requirements of NZS6803:1999 between 10:00pm and 7:00am the following day, unless written consent is received from owners and occupiers of properties where such noise requirements ill be exceeded. Written consent may include offering to relocate residents where they are predicted to received noise that exceeds the night time requirements of NZS6803:1999 for more that eight hours in one week between 6:00pm and 10:00pm or four hours in a any week between 10:00pm and 7:00am the following day;

ii. Construction sequence, with respect to noise emissions;

iii. Construction noise limits for specific areas;

iv. Machinery, equipment and processes to be utilised (including minimum separation distances to comply with relevant criteria and the use of non-percussive machinery where practicable) with respect to noise;

v. The design of noise mitigation measures such as temporary barriers or enclosures, including alternative strategies where full compliance with relevant noise criteria cannot be achieved;

vi. Methods for monitoring and reporting on construction noise (in accordance with the CCP);

b. Construction Vibration

i. Hours of operation, including times and days when construction activities causing vibration would occur. This shall include no work after 5:00pm on Saturday, all day Sunday and public holidays, and not undertaking any works which exceed the night time requirements of 1S04866:2010 between 8:00pm and 6:30am the following day, such vibration requirements will be exceeded;

ii. Construction sequence, with respect to vibration emissions;

iii. Machinery, equipment and processes to be utilised with respect to vibration;

iv. The design of mitigation measures, including alternative strategies where full compliance with relevant vibration criteria cannot be achieved;

v. Methods for monitoring and reporting on construction vibration (in accordance with the CCP).

**Process for Building Condition Surveys**

16. Prior to construction, as a minimum those building within 30 metres of the proposed construction works shall be considered for a building condition survey. A building condition survey will also be undertaken for buildings where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person

appointed by Auckland Transport. The assessment shall be based on the following criteria unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it:

- a. Age of the building;
- b. Construction types;
- c. Foundation types;
- d. General building condition;
- e. Proximity to any excavation;
- f. Whether the building is earthquake prone; and
- g. Whether any basements are present in the building.

17. Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 16, or if measurements exceed the Category A criteria in condition 14(a):

a. The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP;

b. The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report;

c. The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a preconstruction condition assessment;

d. The Requiring Authority shall record all contact, correspondence and communication with owners, shall use the contact method/s appropriate for owner's receipt of material (for example, email and paper copies) and this record shall be available on request for the Auckland Council Consent Monitoring Officer;

e. Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments;

f. The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken; and

g. The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Northside Drive East works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

18a. During construction:

i. The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building.

ii. Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair be met by the Requiring Authority.

b. Following construction:

i. The Requiring Authority shall, within 12 months of the commencement of operation of Northside Drive East, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post construction condition assessment;

ii. Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to Northside Drive East, the Requiring Authority shall, at its own cost, rectify the damage;

iii. Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 18(a)(ii) and 18(b)(ii), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner/s of the building.

### **Operational Road Noise**

19a. The proposed works will be designed so that the traffic noise effects arising after a minimum of ten years have elapsed from the date Northside Drive East opens to general traffic will, where practical, comply with 60dB LAeq(24hr) at any dwelling existing at the lodgement date of the requirement.

b. The assessment of the noise shall be undertaken in accordance with the requirements of NZS6806:2010 Acoustics - Road Traffic Noise - New and Altered Roads.

20. The surface of the road shall be Open Graded Porous Asphalt or an alternative surface material that has the same or better noise reduction properties.

21a. Where it is not practical for a dwelling to achieve compliance with condition 19(a), the Requiring Authority shall provide the maximum practical noise reduction off-site and offer to upgrade the dwelling so a level of 40db LAeq(24hr) will not be exceeded in any habitable room. As a minimum, the requirements of clause G4 of the New Zealand Building Code (Third Edition) and any subsequent versions shall be achieved with the windows closed by the Requiring Authority. The purpose of the Ventilation Mitigation required by clause G4 of the New Zealand Building Code is to ensure that such habitable rooms have appropriate ventilation given that the windows of such rooms would need to be closed in order to reduce the effects of road traffic noise.

b. Where requested by the Council, the Requiring Authority shall inform the Council in writing of its contact and consultation with the owner/s and any actions it will or has undertaken to achieve compliance with Condition 19(a).

### **Archaeological Sites**

22. If any archaeological features, including koiwi or human remains, shell middens, hangi or ovens, pit depressions, defensive ditches or artefactual materials are exposed during site works, then the following procedures shall apply:

a. Immediately when it becomes apparent that a possible archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease;

b. The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched and notify the Auckland Council;

c. If the site is confirmed to be an archaeological site, the site supervisor shall then notify tangata whenua and the New Zealand Historic Places Trust, that an archaeological site has been exposed so that appropriate action can be taken; and

d. In the case of koiwi or human remains, the New Zealand Police shall be notified.

### **Landscape**

23. The LMP shall be consistent with the application and evidence, and shall include:

a. Details of the proposed planting along the length of the road corridor, including around the motorway overbridge and stormwater pond, and any replacement or screen planting to be undertaken along the proposed designation boundary abutting adjacent properties;

b. Details of protected vegetation to be retained along the length of the road corridor, where practical;

c. Plant species, spacing and size at planting and plant qualities;

d. Proposed planting maintenance requirements (such as but not limited to tree staking, watering, fencing, etc);

e. Proposed colouring and any other surface treatment of the noise walls to appropriately fit with the surrounding environment;

f. Proposed colouring and maintenance of any wind breaks;

g. Proposed planting and maintenance of vegetation associated with the drainage swales;

h. Proposed timing of all planting in regard to the construction period (to be completed no later than 12 months after the completion date of the construction works); and

i. Proposed shape and form of stormwater pond (and planting around it) in relation to the surrounding landscape so that the pond is integrated into the landscape.

24. The LMP shall be prepared by a suitably qualified and registered landscape architect, in general accordance with Landscape Plan Sheet 1-5 Drawing No. 51-28664-L 14101-L 14105 inclusive, Rev A & Landscape Planting Details, Drawing No. 51-28664-L 14201, Rev A, prepared by GHD Ltd, dated 31 January 2014.

25. The Requiring Authority is to maintain the landscape areas for a period of three years following the completion of planting, which shall include the control of invasive weed species and plant pests in the Regional Pest Management Strategy. Within those three years any dead or dying plants shall be replaced.

### **Street Lighting**

26. All lighting will be designed to comply with AS/NZS 1158.1.1:2005, and any subsequent versions.

### **Trees**

27. In accordance with condition 9(f), landowners will be consulted to identify and locate trees to be removed, retained, or transplanted where practicable.

28. A suitably experienced, Council approved Arborist ("Works Arborist") shall be employed by the Requiring Authority, at the Requiring Authority's expense, to monitor, supervise and direct all works



within the dripline of protected vegetation to be retained for the duration of the works as set out in the Arborist Report by Stephen Bishop for Amenity Tree Consultants Ltd and dated 23rd January 2012, revised 15th November 2012 (“the Arborist Report”) and any future LMP. A copy of the Arborist report and LMP must be kept on site at all times during the construction period.

29. Prior to commencement of any works on the project, the Requiring Authority shall arrange a pre-commencement site meeting between the Council and the Work Arborist, and any relevant Requiring Authority employees and contractors who will be working within the dripline of any protected vegetation to be retained as set out in the Arborist Report, or to be retained given consultation with landowners, and any future LMP. The Requiring Authority is to give Council’s Resource Consents Arborist at least 5 working days’ notice of the intended time and date of the meeting. The purpose of this meeting shall be to confirm protection measures for vegetation to be retained given consultation with landowners and as set out in the Arborist Report during construction, including clarifying the location of any protective fencing.

30. The Works Arborist shall submit a final completion report to the Council within one month of completing the construction works. The arboricultural completion report will include a statement on effects of the development on any protected vegetation identified for retention as set out in the Arborist Report and any future LMP; that works were carried out in accordance with the approved methodology, including photographic evidence, and recommendations for any further remedial work to remedy any adverse effects on the health of protected vegetation.

#### **Advice notes**

- a. All relevant resource consent shall be obtained prior to construction works commencing.
- b. Any proposed noise wall design should follow the recommendation of the NZTA State Highway Noise Barrier Design Guide (Version 1.0 August 2010).

#### **Attachments**

No attachments.

## 1474 Glenvar Road, Long Bay

Designation Number	1474
Requiring Authority	Auckland Transport
Location	Glenvar Ridge Road, Long Bay
Rollover Designation	Yes
Legacy Reference	Designation 209, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Construction, operation and maintenance of a new road link and associated wetland and improvements to the existing Glenvar Road.

### Conditions

1. Except as modified by the conditions below, construction shall be undertaken in general accordance with the plans provided by the Requiring Authority, as listed in Annexure 1.

#### Advice note:

An Outline Plan of Works shall not be required for the works detailed in the plans in Annexure 1 to these conditions.

- 2 The designation shall lapse on the expiry of 10 years from the date this designation is inserted into the Auckland Council District Plan (North Shore Section).
- 3 A copy of these conditions and the documents listed in Annexure 1 must be kept on site at all times during the construction period.

### Stakeholder Communication and Consultation Plan (SCCP)

4. The Requiring Authority shall, at least 10 working days before commencement of works, prepare a Stakeholder Communication and Consultation Plan (SCCP). The objective of the SCCP is to set out a framework to ensure appropriate communication and consultation is undertaken with affected parties during the construction of Glenvar Ridge Road.

The SCCP shall include but not be limited to:

- (a) A communications framework that details:
  - the Requiring Authority's communication methods;
  - the frequency of communications and consultation;
  - monitoring and review procedures for designation conditions (including procedures for addressing matters of non-compliance with Council, as well as monitoring, and informing owners and occupiers located adjacent to proposed construction works of such matters); and
  - any other relevant communication matters;
- (b) The Communication and Consultation Manager for the Project and person to contact for any queries, concerns and complaints including their contact details (phone, email and postal address)
- (c) A summary log of the communication and consultation undertaken between the Requiring Authority and Network Utility Operators;

- (d) Methods to provide for advance notification to owners and occupants of all properties identified to be potentially affected by noise and vibration from the construction work;
- (e) Methods for communicating and consulting in advance about temporary traffic management measures to owners and occupiers located adjacent to proposed construction works, including the provision of suitable vehicle access to affected sites during construction works and provision of appropriate notice periods in cases when access will be unavailable;
- (f) Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works regarding the management of work around protected vegetation to be retained, vegetation to be removed, and the transplanting of protected vegetation, where practicable;
- (g) Methods for communicating and consulting with owners and occupiers located adjacent to the proposed construction works regarding the preparation of the Detailed Landscape Plan, Construction Noise Management Plan, and any site-specific Construction Vibration Management Plan; and
- (h) Methods to ensure ongoing communication with Mana Whenua who have expressed an interest through this process.

### **Mana Whenua Engagement**

5. Within three months of the confirmation of the designation the Requiring Authority must commence project-specific communication and consultation with Mana Whenua consistent with the Auckland Transport Māori engagement framework.

The role of the Mana Whenua consultation may include (but is not limited to) the following:

- (a) Input into the preparation of the Detailed Landscape Plan required by condition 10;
  - (b) Providing Māori names for consideration in regard to the new road name;
  - (c) Involvement of Mana Whenua in removal and/or replanting of any native tree species, or use of any removed native vegetation for customary purposes;
  - (d) Development of a protocol between Mana Whenua and the Requiring Authority relating to archaeological matters;
  - (e) Undertaking kaitiakitanga responsibilities associated with the Glenvar Ridge Road Project, including ceremonial, monitoring/surveying of native fauna, pest control, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the Project;
  - (f) Input into any matters requiring consultation with Mana Whenua under these conditions; and
  - (g) Any other matters agreed between the Requiring Authority and Mana Whenua that are within the scope of the Glenvar Ridge Road project.
6. Provision for cultural monitors of the Maori storage pit archaeological investigation (R10/1137) shall be made if requested by Mana Whenua who have expressed an interest through this process. The Requiring Authority shall provide the opportunity for on-site training of Mana Whenua monitors in the recognition of archaeological features and introduction to archaeological field methods.

### **Geotechnical**

7. A Geotechnical Design Report relating to the final design of proposed road and the intersection works shall be provided to the Team Leader, (North - Takapuna), Development Engineering, Natural Resources and Specialist Input, Auckland Council at least 20 working days before the commencement of works.

All proposed bulk earthworks and mitigation shall be implemented taking full account of the supporting Geotechnical Investigation Report dated 26 June 2014 and the Geotechnical Design Report to be provided as set out above.

On completion of earthworks a draft Geotechnical Completion Report shall be provided to the Team Leader (North - Takapuna) Development Engineering and a final edition shall be tabled with Council taking account of any comments provided by the Council to the Requiring Authority within twenty working days of provision of the draft Report.

**Advice Note:**

Reporting standards are set out in the Auckland Council Code of Practice for Land Development Section 2, Earthworks and Geotechnical Requirements.

**Network Utility Operations**

8. The Requiring Authority shall:
  - a. Work collaboratively with Network Utility Operators during the development of the design for the Glenvar Ridge Road intersection with Glenvar Road to provide for ongoing operation and access to Network Utility operations;
  - b. Work collaboratively with Network Utility Operators during the preparation and implementation of the Construction Methodology in relation to remedying or mitigating any adverse effects on existing infrastructure and Network Utility Operations.

**Retaining Wall Design and Appearance**

9. Retaining walls 2 & 3 as shown on plan 10352-01-EW-202 shall be constructed or faced to create a scale and character appropriate to a residential setting. The retaining walls shall be finished to achieve low reflectivity, with a reflective value (RV) of less than 30% (where flat black has a reflectance value of 0% and white has a reflectance value of 100%) unless otherwise agreed by the Team Leader - Northern Monitoring, Auckland Council.

**Detailed Landscape Plan**

10. Prior to commencing any earthworks or vegetation clearance the Requiring Authority shall submit a Detailed Landscape Plan (DLP) for the approval of the Team Leader – Northern Monitoring. The DLP shall be prepared by suitably qualified persons, in consultation with the Team Leader, Parks and Open Spaces. Matters to be addressed in the DLP include (but are not limited to) the following:
  - a) Details of landscaping and replanting in those areas identified in the Boffa Miskell Landscape Framework Plan Sheets 1, 2 & 3 of 3 (dated 09 Oct 2013) and the Overall Mitigation Plan Rev A (dated 19 March 2015).
  - b) The detail of any landscaping and planting on land immediately adjacent to the road that has been agreed in writing between the Requiring Authority and owners of the land.

**Advice note:**

Approval of the DLP cannot in any way affect the landscaping and planting specified in subclause (b) unless otherwise agreed by the Requiring Authority.

- c) Details of all landscaped areas within the road corridor (including berms and street trees), bio-retention planting, wetland planting and planting around the proposed culverts.

- d) Details of the culvert outlet. All exposed concrete (including the wing walls, apron, wing wall base, the channel and the reno mattress) shall be softened by a mix of planting, rock and colouring to ensure the concrete has a dark grey appearance, unless otherwise agreed in writing by the Team Leader Parks and Open Space.
- e) A detailed methodology for planting and site preparation prior to planting, including but not limited to:
  - (i) Plant species, spacing and size.
  - (ii) Depth of topsoil (including in particular street tree plantings).
  - (iii) Preparation of planting sites prior to planting, including treatment of any compacted or otherwise disturbed sub-base beneath the topsoil such that the newly planted trees have access to a sufficient volume of good quality un-compacted soil appropriate for the growing location and species selection.
  - (iv) Tree staking, fertilising, mulching, watering, fencing.
  - (v) Proposed timing of all planting with regard to the construction period and optimal annual planting periods (typically April to September/October).
- f) Details of a Pest and Weed Management Plan (PWMP). The PWMP shall include:
  - (i) A methodology, time frames and programme of works for removal and control of targeted pest and weed species (stage, seasonal time frames, weed type, action required and control method with reference to Auckland Regional Pest Management Strategy – 2007 – 2012) during the vegetation maintenance period under condition 12.
  - (ii) Monitoring (time frames for follow up treatment and success of control).

**Advice Notes:**

Auckland Transport is advised to consult the Team Leader: Parks Open Space Specialist Council's Parks Department (North West), regarding the Council.

Planting and Lawn Works Specification Parks, Sports and Recreation (North), Auckland Council, Version 8, 11 December 2012.

Auckland Transport is advised to contact the council's ecologist (Northern Consenting) landscape architect (Auckland Design Office), and arborist (Northern Consenting) prior to submitting the Detailed Landscape Plan.

Kowhai and Cherry trees are not considered suitable species for this road corridor. Further advice should be sought from the Team Leader Parks and Open Space Specialist

- 11. The DLP shall be implemented in accordance with the approved methodology and the PWMP, within the planting season following completion of works, and maintained thereafter in accordance with the approved plans. The PWMP shall be implemented at the cost of the Requiring Authority.
- 12. A minimum 5 year monitoring and maintenance period for all planted areas and 'stand- alone' specimen trees shall apply (vegetation maintenance period). For native revegetation areas this timeframe may be reduced if 95% canopy cover closure is achieved and compliance is confirmed in writing by the Team Leader - Northern Monitoring. For the avoidance of doubt, the vegetation maintenance period shall apply to all areas within the current designation boundaries whether or not an application is made in the future under section 182 of the RMA to reduce the extent of the designation.
- 13. An audit of tree condition shall be provided to the Council's Team Leader – Northern Monitoring every six months during the vegetation maintenance period described in condition 12. During

the vegetation maintenance period, trees that die or fail to perform to the satisfaction of Auckland Council's Arboricultural and/or Landscape Advisor shall be replaced.

### **Tree protection and monitoring during works**

14. A suitably qualified arborist (works arborist) shall be engaged by the Requiring Authority at the Requiring Authority's expense to monitor, supervise and direct all works in the vicinity of trees to be retained.

a) The Requiring Authority shall arrange a pre-start site meeting with:

- (i) Council's Arboricultural & Landscape Advisor
- (ii) Council's Compliance Monitoring Officer
- (iii) the works arborist, and
- (iv) the project manager / primary contractor.

The purpose of the pre-start meeting is to confirm protection measures for vegetation to be retained.

b) All works and activities associated with the designation shall be undertaken as directed by the works arborist in relation to the protection of trees and their root zones.

c) All works and activities associated with the designation shall be undertaken in a manner that, as far as practical, ensures that any protected tree abutting the designation boundary is not compromised.

d) All works and activities shall be undertaken in a manner that ensures the long term health and viability of any trees that can be retained, is not compromised.

This shall include any trees categorised as 'DoS' trees (Determine on Site) in the tree inventory of the Glenvar Ridge Road Arboricultural Report dated 7 November 2014.

When determining if a DoS tree is able to be viably retained, the works arborist must consider the following non-exhaustive criteria:

- (i) Species' known tolerance to root pruning/disturbance
- (ii) Overall condition of the tree (vigour/vitality)
- (iii) Actual confirmed distance between the tree and the proposed alterations
- (iv) Any known previous root pruning/disturbance
- (v) Numbers and diameters of roots which are required to be pruned
- (vi) Size of the tree.

15. All vegetation clearance and tree removals shall be undertaken by suitably trained and experienced persons, and in a manner that ensures any damage or disturbance to the retained/protected vegetation/trees and their root zones is sufficiently minor that the retained vegetation/trees are not compromised.

16. The works arborist shall undertake regular site audits and shall submit monthly compliance memos to the Team Leader Northern Monitoring Auckland Council, for the duration of all works, including a final memo issued within 14 working days of the completion of the works.

**Advice note:**

Any instance of non-compliance or more-than-minor damage with the agreed tree protection methodology shall be reported in the memo, and may be liable to remedial action to the satisfaction of Council, at the Requiring Authority's expense.

17. Any pruning of retained vegetation shall be carried out in accordance with currently accepted arboricultural best practice, and so that the long term health and viability of the vegetation is not compromised. All pruning shall be conducted in a manner that ensures any damage or disturbance to all retained protected vegetation/trees and their root zones is sufficiently minor that the vegetation/trees are not compromised.

**Biosecurity**

18. Prior to commencing any works or activity on site, and prior to bringing any material, machinery, vehicles or plant to the site, the Requiring Authority shall confirm with the Biosecurity Team Leader, Auckland Council, the biosecurity controls in force at the time the works will be occurring, and shall ensure these controls are complied with during the project.

**Advice Note:**

Biosecurity controls applicable at the time of including this designation condition (June 2015) relate to kauri dieback disease (*Phytophthora agathadicida*, or PTA) and dutch elm disease.

**Herpetofauna**

19. Prior to the commencement of any vegetation clearance or earthworks, a Native Lizard Management Plan (NLMP) shall be submitted to, and approved by, the Manager Northern Resource Consents. The NLMP shall include a capture-and-relocation operation for native skinks and geckos and release of rescued individuals to suitable protected sites in the locality. If necessary, the sites are to have wood debris or other natural refuges provided. The NLMP shall include at least the following:
  - a) Recommendations for salvage techniques and actions suitable for different lizard species.
  - b) Prior to the commencement of vegetation clearance, details of an intensive search and trapping programme of at least four weeks in total, to be undertaken only in favourable seasonal and weather conditions by an experienced and Department of Conservation permitted herpetologist, together with the presence of the same during actual vegetation clearance.
  - c) Identified release sites and any associated habitat restoration to sustain numbers and recruitment of both resident and rescued animals if required.
  - d) Details of any rodent control (pre and post release) to sustain lizard numbers of both resident and rescued animals together with details of monitoring the effectiveness of rodent control.

The NLMP shall be implemented as approved unless otherwise agreed by the Team Leader Northern Monitoring, Auckland Council.

**Native bird nesting season**

20. Should vegetation removal be proposed to take place during the native bird nesting period, which is between 1 September and 28 February, a suitably qualified ornithologist shall complete a survey at least one week before any vegetation is to be cleared, to ensure that there is no active native bird nesting occurring at that time.

Should any active nesting be found, then a 10m wide radius of vegetation, or buffer area, shall be retained around the nest until such time that all eggs have hatched and nestlings have naturally left the natal nesting tree/trees.

## **Temporary Traffic Management Plan**

21. Prior to the commencement of work, a Temporary Traffic Management Plan (TTMP) shall be submitted to the Team Leader, Northern Monitoring. The TTMP shall be in accordance with the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management and include the following:
  - (a) consideration of general road users and construction traffic servicing the project.
  - (b) details of consultation or notice to be provided to affected property owners and occupiers, and the wider community as part of the Stakeholder Communication and Consultation Plan.
  - (c) management of (and if necessary, restrictions on) the use of the Ralph Eagles Place for construction access during the morning and afternoon primary school peaks.
  - (d) plans to maintain vehicle access to all properties at all times. However, if accessibility is not able to be provided for short periods, prior consultation with owners and occupiers shall be undertaken and adequate notice given in accordance with the Stakeholder Communication and Consultation Plan.
  - (e) suitable locations for off-road construction worker parking.

## **Archaeology**

22. Prior to the commencement of any earthworks, the consent holder shall ensure that a Site Instruction that outlines management procedures and mitigation requirements for heritage be submitted to and approved by the Auckland Council Cultural Heritage Implementation Team. All earthworks shall be undertaken in accordance with this plan.
23. Prior to the onset of earthworks, the project archaeologist shall provide a contractors' briefing to all contractors as outlined in the Site Instruction.
24. Auckland Council's Cultural Heritage Unit shall be advised 5 working days prior to start of earthworks.
25. The Requiring Authority shall have Accidental Discovery Protocols in place to ensure work stops in the immediate vicinity of any exposed remains and that Heritage New Zealand and the Cultural Heritage Implementation Team are informed of any archaeological discoveries.

If previously unrecorded material (koiwi, taonga, sites) of prehistoric Maori settlement and activities are uncovered during site works, the Mana Whenua cultural heritage accidental discovery protocol as set out in Annexure 2, shall apply.

26. Following completion of any archaeological excavation associated with the project, the following shall apply:
  - Auckland Transport shall commission the production of an educational pamphlet to be disseminated to relevant local organisations (libraries, schools, historic societies, iwi) on the settlement prehistory of the area and the relevant prehistoric and historic heritage sites including the Cholmondeley Smith Homestead, prehistoric crop storage pit, and the Pannill farm, ditch and bank if found (refs: R10/1138, R10/1137, R10/1098); and any relevant information obtained during the archaeological investigations associated with the project (and previous excavations of the area).
  - Auckland Transport shall commission the preparation of any suitable historic material found for museum display
  - The NZAA and Cultural Heritage Inventory site record forms are updated and submitted to the Auckland Council CHI team and the NZAA.



- A digital copy of any required final archaeological compliance report is provided to the Auckland Council CHI Team.

**Advice note:**

All earthworks must comply with the conditions of Archaeological Authority no. 2015/629 granted by Heritage New Zealand Pouhere Taonga, and adhere to the approved Site Instruction.

**Construction Hours**

27. The hours of construction and earthworks activities shall be restricted to:

- Monday through Friday: 0700 to 1830
- Saturday: 0800 to 1700
- Sunday and public holidays: 0800 to 1700 (for works associated with the Glenvar Road intersection only).

For the avoidance of doubt, no work associated with any other part of the project shall take place on Sundays or public holidays.

**Advice note:**

This condition does not restrict low impact activities such as implementing the native lizard management plan or site survey work that would otherwise meet district plan noise standards.

**Construction noise**

28 Prior to the commencement of any works, a Construction Noise Management Plan ('CNMP ') shall be submitted to, and approved by the Team Leader, Northern Monitoring, Auckland Council. The CNMP shall be prepared for the project setting out how construction noise will meet, as far as practicable, the long term limits of NZS6803:1999. The CNMP shall identify the best practicable option for management and mitigation of all construction noise, including where compliance with the long term limits of NZS 6803:1999 cannot be met. The CNMP shall, as a minimum, include the information required by Annexure E2 of NZS6803:1999, and address:

- Construction sequence;
- Machinery and equipment to be used, including the use of non-percussive machinery where practicable;
- Times and days when noisy construction work will occur;
- The design of noise mitigation measures such as temporary barriers or enclosures;
- Construction noise limits for specific areas;
- Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents of all affected properties to achieve the best practicable option to minimise the effects of any exceedance of the standard;
- Methods for monitoring and reporting on construction noise;
- Methods for receiving and responding to complaints about construction noise. The approved CNMP must be implemented and maintained throughout the entire construction period.

The CNMP shall be implemented unless otherwise agreed in writing by the Team Leader, Northern: Development Engineering.

**Vibration**

29. Vibration generated by construction activities associated with the works shall comply with the requirements of German Standard DIN 4150:1999 Structural vibration – Effects of Vibration on Structures in its entirety.
30. Advance notification shall be provided to the occupants of all dwellings that could be affected by perceptible levels of vibration from the construction works as defined in Part 2 of BS 5228-2:2209.
31. Where compliance with the guideline limits it is not practicable, the Requiring Authority shall demonstrate to the Team Leader Northern Monitoring through the preparation of a site specific Construction Vibration Management Plan that the subject structure is capable of withstanding higher levels of vibration without sustaining damage, or that it has reached agreement with the owner for other limits to apply. Any such Management Plan shall be prepared by a suitably qualified and experienced engineer.
32. All measurement procedures undertaken shall comply with the provision of DIN 45669- 2 Measurement of Vibration Emission – Part 2: Measuring method.

**Advice notes:**

Operational road traffic noise levels are expected to comply with the New Zealand Standard NZS 6806:2010 Acoustics – Road traffic noise – New and altered roads Category A limits at all existing receivers except 285 Glenvar Road where the Category B limit for New Roads shall apply.

Operational road traffic vibration levels are expected to comply with the Norwegian Standard NS 8176.E.2005 Vibration and Shock – Measurement of vibration in buildings from landbased transport and guidance to evaluation of its effects on human beings Class C limits in all residential buildings.

**Lighting**

33. The use of temporary construction floodlighting shall be minimised. When such lighting is used, it shall be located and directed to minimise potential glare effects to occupants of residential buildings.
34. Permanent road lighting shall be designed to comply with AS/NZS 1158.1.1:2005 and Chapter 19 ATCoP: Street lighting Design Requirements and any subsequent amendment of those documents.

**Annexure 1: List of drawings and documents recommended for approval**

Report title and reference	Author	Rev	Dated
Assessment of Environmental Effects	Hill Young Cooper & Incite	A	28 October 2014
Heritage Impact Assessment – Glenvar Ridge Road	Dr Caroline Phillips	N/a	2014
Glenvar Ridge Road and Long Bay Primary School Flood Analysis Report	Woods	N/a	October 2014
Glenvar Ridge Road – Air Quality Assessment	Beca	3	16 October 2014
Glenvar Ridge Road – Arboricultural Assessment	Arborlab	5	7 November 2014
Glenvar Ridge Road – Contaminated Land Reports	Groundwater and Environmental Services	N/a	N/a
Glenvar Ridge Road - Assessment of Ecological Effects	Boffa Miskell	F	October 2014

Glenvar Ridge Road – Assessment of Landscape and Visual Effects	Boffa Miskell	0	15 October 2014
Glenvar Ridge Road – Lighting Assessment of Environment Effects	Lighting Design Practice	1.3	3 October 2014
Glenvar Ridge Road – Environmental Noise Assessment	Marshall Day Acoustics	N/a	16 October 2014
Glenvar Ridge Road – Stormwater Management and Wetland E Design Report	Woods	N/A	October 2014
Glenvar Ridge Road – Transportation Assessment	Flow	C	October 2014
Glenvar Ridge Road – Construction and Operational Vibration Assessment	Styles Group	N/A	23 October 2014
Glenvar Ridge Road – Design Philosophy Statement	Woods	G	October 2014
Glenvar Ridge Road – Geotechnical Investigation Report	Coffey	N/a	29 October 2014
Glenvar Ridge Road – Construction Management Methodology	Woods	4	October 2014
Glenvar Ridge Road - Erosion and Sediment Control Methodology	Woods	N/a	22 October 2014
Long Bay Primary School – Arboricultural Assessment	Arborlab	5	7 November 2014
Long Bay Primary School – Construction Methodology Guideline	Woods	2	October 2014
Long Bay Primary School – Environmental Site Assessment	Coffey	N/a	23 September 2014
Long Bay Primary School – Assessment of Ecological Effects	Boffa Miskell	D	22 October 2014
Long Bay Primary School – Erosion and Sediment Control Methodology	Woods	N/a	9 October 2014
Long Bay Primary School – Factual Geotechnical Investigation Report	Coffey	N/a	30 May 2014
Long Bay Primary School – Assessment of Landscape and Visual Effects	Boffa Miskell	0	23 October 2014
Stormwater Assessment Report for the Relocation of the Long Bay College	Woods	N/a	October 2014

Carpark Treatment			
Long Bay Primary School Transportation Assessment	Flow	N/a	September 2014

- 10352-01-GE-001 Rev 2 EXTENT OF WORKS / DESIGNATION PLAN
- 10352-01-GE-002 Rev 7 CUT AND FILL CONTOURS
- 10352-01-GE-003 Rev 2 PRIVATE DRIVEWAYS TRACKING PLAN - SHEET 1 OF 2
- 10352-01-GE-004 Rev 5 PRIVATE DRIVEWAYS TRACKING PLAN - SHEET 2 OF 2
- 10352-01-GE-005 Rev 5 AERIAL OVERLAY (SHEET 1 OF 8)
- 10352-01-GE-006 Rev 5 AERIAL OVERLAY (SHEET 2 OF 8)
- 10352-01-GE-007 Rev 4 AERIAL OVERLAY (SHEET 3 OF 8)
- 10352-01-GE-008 Rev 4 AERIAL OVERLAY (SHEET 4 OF 8)
- 10352-01-GE-009 Rev 4 AERIAL OVERLAY (SHEET 5 OF 8)
- 10352-01-GE-010 Rev 4 AERIAL OVERLAY (SHEET 6 OF 8)
- 10352-01-GE-011 Rev 4 AERIAL OVERLAY (SHEET 7 OF 8)
- 10352-01-GE-012 Rev 4 AERIAL OVERLAY (SHEET 8 OF 8)
- 10352-01-GE-014 Rev 4 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 27 RALPH EAGLES PL
- 10352-01-GE-015 Rev 3 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 69 ASHLEY AVE
- 10352-01-GE-016 Rev 7 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 285 GLENVAR ROAD
- 10352-01-GE-017 Rev 8 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 283 GLENVAR ROAD
- 10352-01-GE-018 Rev 6 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 275A GLENVAR ROAD

- 10352-01-GE-019 Rev 6 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 221 GLENVAR ROAD
- 10352-01-GE-020 Rev 6 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 231 GLENVAR ROAD
- 10352-01-GE-021 Rev 8 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 241 GLENVAR ROAD
- 10352-01-GE-022 Rev 7 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - LOT 7 JOAL
- 10352-01-GE-023 Rev 7 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 289 GLENVAR ROAD
- 10352-01-GE-024 Rev 7 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 287 GLENVAR ROAD
- 10352-01-GE-025 Rev 7 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 282 GLENVAR ROAD
- 10352-01-GE-027 Rev 4 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 279 GLENVAR ROAD
- 10352-01-GE-028 Rev 4 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 277 GLENVAR ROAD
- 10352-01-GE-029 Rev 4 PROPOSED DESIGNATION - LAND REQUIREMENT PLAN - 275 GLENVAR ROAD
- 10352-01-GE-030 Rev 4 TRACKING PLAN - TOUR COACH 12.6m
- 10352-01-GE-031 Rev 4 TRACKING PLAN - SEMI-TRAILER 17.9m
- 10352-01-GE-032 Rev 3 TRACKING PLAN AND DESIGN CRITERIA
- 10352-01-GE-033 Rev 3 PRIVATE ACCESS SIGHT DISTANCE REQUIREMENTS (SHEET 1 OF 3)
- 10352-01-GE-034 Rev 1 PRIVATE ACCESS SIGHT DISTANCE REQUIREMENTS (SHEET 2 OF 3)
- 10352-01-GE-035 Rev 1 PRIVATE ACCESS SIGHT DISTANCE REQUIREMENTS (SHEET 3 OF 3)
- 10352-01-GE-037 Rev 5 TREE LOCATION (SHEET 1 OF 3)
- 10352-01-GE-038 Rev 4 TREE LOCATION (SHEET 2 OF 3)
- 10352-01-GE-039 Rev 4 TREE LOCATION (SHEET 3 OF 3)

- 10352-01-GE-050 Rev 2 CONSTRUCTION MANAGEMENT PLAN - CH0-640
- 10352-01-GE-051 Rev 1 CONSTRUCTION MANAGEMENT PLAN - CH640-1076
- 10352-01-GE-060 Rev 3 STRUCTURE PLAN ZONES
- 10352-01-GE-070 Rev 1 ENABLING WORKS PLAN (JUNE - SEPTEMBER 2015)
- 10352-01-RD-100 Rev 2 GENERAL LAYOUT PLAN (SHEET 1 OF 8)
- 10352-01-RD-101 Rev 7 GENERAL LAYOUT PLAN (SHEET 1 OF 8)
- 10352-01-RD-102 Rev 6 GENERAL LAYOUT PLAN (SHEET 2 OF 8)
- 10352-01-RD-103 Rev 5 GENERAL LAYOUT PLAN (SHEET 3 OF 8)
- 10352-01-RD-104 Rev 5 GENERAL LAYOUT PLAN (SHEET 4 OF 8)
- 10352-01-RD-105 Rev 5 GENERAL LAYOUT PLAN (SHEET 5 OF 8)
- 10352-01-RD-106 Rev 5 GENERAL LAYOUT PLAN (SHEET 6 OF 8)
- 10352-01-RD-107 Rev 5 GENERAL LAYOUT PLAN (SHEET 7 OF 8)
- 10352-01-RD-108 Rev 1 GENERAL LAYOUT PLAN (SHEET 8 OF 8)
- 10352-01-RD-111 Rev 9 PAVEMENT PLAN (SHEET 1 OF 4)
- 10352-01-RD-112 Rev 9 PAVEMENT PLAN (SHEET 2 OF 4)
- 10352-01-RD-113 Rev 9 PAVEMENT PLAN (SHEET 3 OF 4)
- 10352-01-RD-114 Rev 9 PAVEMENT PLAN (SHEET 4 OF 4)
- 10352-01-RD-115 Rev 5 PAVEMENT DESIGN TYPICAL SECTIONS
- 10352-01-RD-116 Rev 5 STANDARD KERB AND CATCHPIT DETAILS
- 10352-01-RD-117 Rev 2 STANDARD DETAILS (SHEET 1 OF 4)
- 10352-01-RD-118 Rev 2 STANDARD DETAILS (SHEET 2 OF 4)

- 10352-01-RD-119 Rev 2 STANDARD DETAILS (SHEET 3 OF 4)
- 10352-01-RD-120 Rev 1 STANDARD DETAILS (SHEET 4 OF 4)
- 10352-01-RD-121 Rev 5 SIGNAGE AND ROADMARKING PLAN
- 10352-01-RD-131 Rev 5 SETOUT PLAN (SHEET 1 OF 3)
- 10352-01-RD-132 Rev 4 SETOUT PLAN (SHEET 2 OF 3)
- 10352-01-RD-133 Rev 5 SETOUT PLAN (SHEET 3 OF 3)
- 10352-01-RD-151 Rev 4 ROAD LONGITUDINAL SECTIONS (SHEET 1 OF 2)
- 10352-01-RD-152 Rev 4 ROAD LONGITUDINAL SECTIONS (SHEET 2 OF 2)
- 10352-01-RD-161 Rev 4 ROAD CROSS SECTIONS (SHEET 1 OF 13)
- 10352-01-RD-162 Rev 4 ROAD CROSS SECTIONS (SHEET 2 OF 13)
- 10352-01-RD-163 Rev 4 ROAD CROSS SECTIONS (SHEET 3 OF 13)
- 10352-01-RD-164 Rev 3 ROAD CROSS SECTIONS (SHEET 4 OF 13)
- 10352-01-RD-165 Rev 3 ROAD CROSS SECTIONS (SHEET 5 OF 13)
- 10352-01-RD-166 Rev 3 ROAD CROSS SECTIONS (SHEET 6 OF 13)
- 10352-01-RD-167 Rev 3 ROAD CROSS SECTIONS (SHEET 7 OF 13)
- 10352-01-RD-168 Rev 3 ROAD CROSS SECTIONS (SHEET 8 OF 13)
- 10352-01-RD-169 Rev 3 ROAD CROSS SECTIONS (SHEET 9 OF 13)
- 10352-01-RD-170 Rev 3 ROAD CROSS SECTIONS (SHEET 10 OF 13)
- 10352-01-RD-171 Rev 3 ROAD CROSS SECTIONS (SHEET 11 OF 13)
- 10352-01-RD-172 Rev 3 ROAD CROSS SECTIONS (SHEET 12 OF 13)
- 10352-01-RD-173 Rev 3 ROAD CROSS SECTIONS (SHEET 13 OF 13)

- 10352-01-RD-191 Rev 3 ROAD TRANSITION DETAILS
- 10352-01-EW-201 Rev 5 PROPOSED RETAINING WALL PLAN
- 10352-01-EW-202 Rev 5 PROPOSED RETAINING WALL LONGITUDINAL SECTIONS (SHEET 1 OF 2)
- 10352-01-EW-203 Rev 4 PROPOSED RETAINING WALL LONGITUDINAL SECTIONS (SHEET 2 OF 2)
- 10352-01-EW-210 Rev 6 PROPOSED DESIGN - SLOPE ANALYSIS (SHEET 1 OF 4)
- 10352-01-EW-211 Rev 5 PROPOSED DESIGN - SLOPE ANALYSIS (SHEET 2 OF 4)
- 10352-01-EW-212 Rev 5 PROPOSED DESIGN - SLOPE ANALYSIS (SHEET 3 OF 4)
- 10352-01-EW-213 Rev 5 PROPOSED DESIGN - SLOPE ANALYSIS (SHEET 4 OF 4)
- 10352-01-EW-220 Rev 2 EROSION AND SEDIMENT CONTROL CATCHMENT PLAN - PRIMARY EARTHWORKS
- 10352-01-EW-221 Rev 2 EROSION AND SEDIMENT CONTROL CATCHMENT PLAN - SECONDARY EARTHWORKS/CIVILS
- 10352-01-EW-222 Rev 2 EROSION AND SEDIMENT CONTROL CATCHMENT PLAN PRIMARY EARTHWORKS - SSF CATCHMENT
- 10352-01-EW-223 Rev 2 EROSION AND SEDIMENT CONTROL CATCHMENT PLAN PRIMARY EARTHWORKS - SRP Y CATCHMENT
- 10352-01-EW-224 Rev 2 EROSION AND SEDIMENT CONTROL CATCHMENT PLAN SECONDARY EARTHWORKS/CIVILS - UPPER CATCHMENT
- 10352-01-EW-225 Rev 2 EROSION AND SEDIMENT CONTROL CATCHMENT PLAN SECONDARY EARTHWORKS/CIVILS - LOWER CATCHMENT
- 10352-01-EW-250 Rev 1 EROSION AND SEDIMENT CONTROL USLE SLOPES - PRE EARTHWORKS
- 10352-01-EW-251 Rev 1 EROSION AND SEDIMENT CONTROL USLE SLOPES - POST EARTHWORKS
- 10352-01-DR-311 Rev 5 PROPOSED STORMWATER PLAN (SHEET 1 OF 7)



- 10352-01-DR-312 Rev 5 PROPOSED STORMWATER PLAN (SHEET 2 OF 7)
- 10352-01-DR-313 Rev 5 PROPOSED STORMWATER PLAN (SHEET 3 OF 7)
- 10352-01-DR-314 Rev 5 PROPOSED STORMWATER PLAN (SHEET 4 OF 7)
- 10352-01-DR-315 Rev 5 PROPOSED STORMWATER PLAN (SHEET 5 OF 7)
- 10352-01-DR-316 Rev 5 PROPOSED STORMWATER PLAN (SHEET 6 OF 7)
- 10352-01-DR-317 Rev 5 PROPOSED STORMWATER PLAN (SHEET 7 OF 7)
- 10352-01-DR-320 Rev 1 STORMWATER LONGITUDINAL SECTIONS - SHEET 1 OF 6
- 10352-01-DR-321 Rev 1 STORMWATER LONGITUDINAL SECTIONS - SHEET 2 OF 6
- 10352-01-DR-322 Rev 1 STORMWATER LONGITUDINAL SECTIONS - SHEET 3 OF 6
- 10352-01-DR-323 Rev 1 STORMWATER LONGITUDINAL SECTIONS - SHEET 4 OF 6
- 10352-01-DR-324 Rev 1 STORMWATER LONGITUDINAL SECTIONS - SHEET 5 OF 6
- 10352-01-DR-325 Rev 1 STORMWATER LONGITUDINAL SECTIONS - SHEET 6 OF 6
- 10352-01-DR-331 Rev 4 PROPOSED CULVERT DETAILS
- 10352-01-DR-332 Rev 1 CULVERT DETAILS –STREAM.DIVERSION METHODOLOGY
- 10352-01-DR-333 Rev 1 CULVERT DETAILS - WINGWALLS AND SECTION
- 10352-01-DR-350 Rev 3 OVERLAND FLOW PATH PLAN AND SECTIONS
- 10352-01-DR-370 Rev 2 WETLAND E CATCHMENT PLAN
- 10352-01-DR-371 Rev 2 WETLAND E LAYOUT PLAN
- 10352-01-DR-372 Rev 2 WETLAND E OUTLET DETAILS
- 10352-01-DR-373 Rev 1 WETLAND E TYPICAL CROSS SECTIONS - SECTION A
- 10352-01-DR-374 Rev 1 WETLAND E TYPICAL CROSS SECTIONS - SECTION B

- 10352-01-DR-375 Rev 1 WETLAND E TYPICAL CROSS SECTIONS - SECTION C
- 10352-01-DR-376 Rev 1 WETLAND E TYPICAL INLET & OUTLET DETAILS
- 10352-01-DR-377 Rev 1 WETLAND E TYPICAL DETAILS
- 10352-01-UT-400 Rev 2 SURVEY AND EXISTING SERVICES PLAN - SHEET 1 OF 3
- 10352-01-UT-401 Rev 1 SURVEY AND EXISTING SERVICES PLAN - SHEET 2 OF 3
- 10352-01-UT-402 Rev 1 SURVEY AND EXISTING SERVICES PLAN - SHEET 3 OF 3
- 10352-01-UT-420 Rev 1 UTILITIES PLAN - SERVICES RELOCATION (POWER) - SHEET 1 OF 2
- 10352-01-UT-425 Rev 1 UTILITIES PLAN - SERVICES RELOCATION (POWER) - SHEET 2 OF 2
- 10352-01-SD-820 Rev 1 STANDARD DETAILS - EROSION & SEDIMENT CONTROL TYPICAL POND DETAILS
- 10352-01-SD-821 Rev 1 STANDARD DETAILS – EROSION & SEDIMENT CONTROL TYPICAL DECANT DETAILS
- 10352-01-SD-822 Rev 1 STANDARD DETAILS EROSION & SEDIMENT CONTROL TYPICAL FLOCCULATED DECANT DETAILS
- 10352-01-SD-823 Rev 1 STANDARD DETAILS – EROSION & SEDIMENT CONTROL TYPICAL DIVERSION DRAIN DETAILS
- 10352-01-SD-824 Rev 1 STANDARD DETAILS - EROSION & SEDIMENT CONTROL TYPICAL SILT FENCE & SUPER SILT FENCE DETAILS
- 10352-01-SD-825 Rev 1 STANDARD DETAILS – EROSION & SEDIMENT CONTROL TYPICAL DETAILS – SHEET 1 OF 2
- 10352-01-SD-826 Rev 1 STANDARD DETAILS – EROSION & SEDIMENT CONTROL TYPICAL DETAILS SHEET 2 OF 2
- 10350-01-SD-850 Rev A STANDARD DETAILS - BIORETENTION RAINGARDEN
- 10350-01-SD-851 Rev A STANDARD DETAILS - BIORETENTION RAINGARDEN
- 10350-01-SD-852 Rev A STANDARD DETAILS - BIORETENTION RAINGARDEN
- 10350-01-SD-853 Rev B STANDARD DETAILS - BIORETENTION RAINGARDEN
- 10350-01-SD-854 Rev 1 STANDARD DETAILS - BIORETENTION RAINGARDEN
- OVERALL MITIGATION PLAN - BOFFA MISKELL DATED 19 MARCH 2015

## **Annexure 2: Mana Whenua Accidental Discovery Protocol**

If, at any time during site works, potential koiwi, archaeology or artefacts of Māori origin are discovered, then all site works, including earth moving machinery must stop around the location of the find and the following accidental discovery protocol must be followed:

- The site owner or the site manager must immediately advise the kaitiaki and kaumatua of the relevant Mana Whenua, Team Leader Cultural Heritage (Implementation) and Heritage New Zealand Pouhere Taonga (HNZPT).
- Mana Whenua will determine the tikanga for appropriate preservation, management and handling of the koiwi, archaeology or artefacts of Māori origin that are uncovered, which may include removal of the koiwi, archaeology or artefacts of Māori origin from the site by Mana Whenua or preservation within the site.
- Preservation of the koiwi, archaeology or artefacts of Māori origin that are uncovered may require amendments to the site works to avoid adverse effects on sites of significance to Mana Whenua and Maori values.
- Works within the identified area must not recommence until approval has been granted by HNZPT in consultation with Mana Whenua.
- Any final archaeological reporting resulting from an accidental discovery shall be submitted to the council's the Cultural Heritage Team (Implementation) for the purposes of record keeping within 30 days of an updated report being provided to HNZPT.

### **Attachments.**

## 1476 Medallion Drive Link

Designation Number	1476
Requiring Authority	Auckland Transport
Location	56 Fairview Avenue, Albany
Rollover Designation	No
Lapse Date	29 April 2026

## Purpose

Road – Medallion Drive Link

## Conditions

### DEFINITIONS

#### Consented Development

Development in accordance with the resource consents granted to the Owners for two non-complying activity consents (set out in North Eastern Investments Ltd v Auckland Council [2016] NZEnvC 139).

#### Consult Consulting Consultation

The process of providing information about the design and the construction works, and receiving for consideration, information from stakeholders, directly affected and affected in proximity parties, regarding those effects and proposals for the management and mitigation of them.

#### Material change

Material change will include amendment to any base information informing the Construction Environmental Management Plan (CEMP) or other subsidiary Management Plans or any process, procedure or method of the CEMP or other Plan which has the potential to materially increase adverse effects on a particular receiver.

#### Owners

The owners of 56 Fairview Avenue and 129 Oteha Valley Road.

#### Subsidiary Management Plan

Management Plans that are required to be included with any Outline Plan. These include a:

- Construction Environmental Management Plan;
- Construction Noise and Vibration Management Plan;
- Public Realm and Landscape Plan.

#### CPTED guidelines

Parts 1 and 2 National Guidelines for Crime Prevention Through Environmental Design in New Zealand, Ministry of Justice, November 2005

### ABBREVIATIONS

AN	Advice Note
ATCOP	Auckland Transport Code of Practice
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
MDL	Medallion Drive Link
NoR	Notice of Requirement
PRLP	Public Realm and Landscape Plan
RMA	Resource Management Act 1991

### GENERAL CONDITIONS

## 1

- 1.1 Except as modified by the conditions below, the MDL Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the NoR and supporting documents being:
- a) 'Notice of Requirement for Designation under Section 168(2) of the Resource Management Act 1991 (RMA)', signed for Auckland Transport by John Schermbrucker, dated 2 November 2012;
  - b) The updated land requirement plan prepared by Beca Ltd titled 'Medallion Drive Link Land Requirement Plan', drawing number GIS-3810632-04, dated 4 November 2016;
  - c) Report prepared by Beca Ltd titled 'Medallion Drive Link (Oteha Valley Road to Fairview Avenue) Assessment of Environmental Effects to support Notice of Requirement, dated November 2012;
  - d) Letter from Catherine Richards of Beca Ltd titled 'Medallion Drive Link Notice of Requirement (DP North Shore 193) – Response to Request for Further Information, dated 10 December 2012;
  - e) Statement of evidence of Stephen Jack Peakall, dated 12 September 2013 (before the Auckland Council);
  - f) The updated plans titled, 'Project: Medallion Drive Link Oteha Valley Rd to Fairview Ave', Drawing No: 3818845-C-220-Rev A -Construction Site Layout Plan, dated 27 October 2016 and 3818845-C-210-Rev B - Designation Plan, dated 31 October 2016.
- 1.2 Parts (a), (c) and (d) above are expressly subject to consequential amendment resulting from parts (b) and (f).
- 1.3 Where there is a conflict between the documents listed above and these conditions, these conditions shall prevail.

## 2. Designation Lapse Date

In accordance with section 184(2)(b) of the RMA, this designation shall lapse on 29 April 2026.

## 3. Designation Boundary

- 3.1 If the Consented Development is constructed before the MDL Project, the designation boundary as shown on 'Project: Medallion Drive Link Oteha Valley Rd to Fairview Ave', Drawing No: 3818845-C-210 - Rev B – Designation Plan, prepared by Beca, dated 31 October 2016 will align with the building frontage of buildings A, P, Q, R, and S as shown on the Proarch plan reference number 5140-SK100-Z dated 24/05/2016.
- 3.2 As soon as reasonably practicable, and no later than 6 months from the date of the MDL Project becoming operational, the Requiring Authority shall:
- a) Identify any areas of the designation that are no longer necessary for the on-going operation, or maintenance of the MDL Project or for on-going mitigation measures, which will include (as a minimum) all of the areas of the designation outside of the area of the final (operational) designation boundary as shown on 'Project: Medallion Drive Link Oteha Valley Rd to Fairview Ave', Drawing No: 3818845-C-210 - Rev B – Designation Plan, prepared by Beca, dated 31 October 2016;
  - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) above.

## 4. Section 176 Approval

- 4.1 The Requiring Authority gives its approval under section 176(1)(b) of the RMA for the Owners to do anything provided:
- a) the activities are carried out in the area between the designation boundary and the final (operational) designation, and within the extent of the proposed building footprint shown on 'Project: Medallion Drive Link Oteha Valley Rd to Fairview Ave', Drawing No: 3818845-C-210 prepared by Beca, dated 31 October 2016;
  - b) the activities are carried out in accordance with the resource consents for the Consented Development and any building consents approved by Auckland Council for the Consented Development;
  - c) the Owners provide to the Requiring Authority any detailed design and plans required by the resource consents for the Consented Development or as part of a building consent application in relation to the foundations and interface of buildings A, P, Q, R and S (as shown on the Proarch plan reference number 5140-SK100-Z dated 24/05/2016) with the MDL, at least 20 working days before they are submitted to Auckland Council;
  - d) all utility services crossing the MDL are designed and installed in a manner to ensure that ATCOP standards and those of the utility service providers will be met when the MDL is constructed.
- 4.2 The Requiring Authority will not withhold its approval under section 176(1)(b) of the RMA to any building or structure on the southern side of the MDL which is designed and constructed in a way that accommodates the construction (structural integrity, vibration effects and sediment control) and operation of the finished MDL.

## **PRECONSTRUCTION CONDITIONS**

### **5. Design of the MDL**

The MDL is to be designed and constructed so that the existing ground levels are maintained along the interface of buildings A, P, Q, R, and S, with the MDL and Fairview Avenue as shown on the Proarch plan reference number 5140-SK100-Z dated 24/05/2016.

### **6. Pre-Construction Communication and Consultation with FLV and the Owners**

- 6.1 The Requiring Authority shall prepare a Pre-Construction Communication and Consultation Plan.
- 6.2 This Pre-construction Communication and Consultation Plan shall set out how the Requiring Authority will:
- a) Inform the Fairview Lifestyle Village (FLV) and the Owners of Project progress and likely commencement of construction works and programme;
  - b) Seek feedback from the FLV and the Owners on:
    - i. All Outline Plan requirements and subsidiary Management Plans including detailed design;
    - ii. the proposed hours and duration of construction;
    - iii. the management of traffic;
    - iv. property access;
    - v. any proposed landscaping and urban design improvements proposed;
    - vi. provision for utility services beneath the finished level of the MDL operational road;
    - vii. construction methodology and staging;
    - viii. any changes proposed to the Outline Plan or subsidiary Management Plans to be submitted pursuant to Condition 10.

as those matters affect the FLV site and in the vicinity on Fairview Avenue and the site at 56 Fairview Avenue and 129 Oteha Valley Road and adjacent to that site.

## **7. Pre-Construction Consultation Report**

- 7.1 The Requiring Authority shall submit a Consultation Report with the Outline Plan.
- 7.2 The Consultation Report shall include as a minimum, a summary of the consultation undertaken with FLV and the Owners and where this feedback has been incorporated shall be detailed in the Outline Plan. The Report shall also cover feedback from FLV and the Owners that was not incorporated into the works or CEMP and how this has been communicated to FLV and the Owners.

## **8. Vehicle Access Condition to 56 Fairview Avenue**

- 8.1 The Requiring Authority shall construct a vehicle access from Fairview Avenue to 56 Fairview Avenue, in the location shown on the Thurlow Plan reference number EA-01 Rev 01 dated August 2016, or at such other location as agreed between the Requiring Authority and the Owners.
- 8.2 The Requiring Authority's obligations under this condition are subject to:
- a) any required resource consents being granted;
  - b) the Owners providing at their cost any written approvals, agreement or inputs required to implement the condition (including to access the land and written approval under section 95E of the RMA).

## **CONSTRUCTION CONDITIONS**

### **9. Outline Plan Requirements**

- 9.1 Before construction is commenced, the Requiring Authority shall submit an Outline Plan to Auckland Council for the construction of the MDL Project in accordance with section 176A of the RMA.
- The Outline Plan shall include:
- a) The CEMP (Conditions 12 & 13);
  - b) The PRLP (Condition 16);
  - c) The CNVMP (Condition 15);
  - d) A plan demonstrating that provision has been made to enable the Owners to install utility services beneath the finished level of the MDL operational road;
  - e) Any other information required by the conditions of this designation associated with the construction of the MDL Project.
- 9.2 The Requiring Authority may choose to give effect to the designation conditions associated with the construction of the MDL Project:
- a) Either at the same time or in parts;
  - b) By submitting one or more Outline Plans and the subsidiary management plans (listed in Condition 9.1) in stages to reflect any proposed staging of the physical works.
- 9.3 Early engagement shall be undertaken with Auckland Council in relation to preparation and submission of the Outline Plan(s), and the subsidiary Management Plans to establish a programme to ensure achievable timeframes for both parties.
- 9.4 All works shall be carried out in accordance with the Outline Plan(s), and the subsidiary Management Plans required by this condition.

### **10. Outline Plan and Subsidiary Management Plan Review Process**

If there is a material change to either the Outline Plan or subsidiary Management Plans, the Requiring Authority shall submit the updated or revised document to Council for certification at least 20 working days prior to or during construction, of the stage of the Project commencing (whichever is relevant) or as soon as reasonably practicable following identification of the need for the material change.

### **11. Monitoring of Construction Conditions**

The Requiring Authority, its contractor team, and the Auckland Council Consent Monitoring officer(s) shall establish and implement a collaborative working process for dealing with day to day construction processes, including monitoring compliance with the designation conditions and with the CEMP and other Plans, and any material changes to these plans associated with construction of the MDL Project.

## **CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP) AND SUBSIDIARY MANAGEMENT PLANS**

### **12. Preparation, Compliance, Complaints and Monitoring**

- 12.1 The CEMP and other subsidiary Management Plans shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the MDL Project.
- 12.2 A summary of the review process shall be kept by the Requiring Authority, provided to the Auckland Council, and made available to the Auckland Council upon request.
- 12.3 Modifications to the CEMP and other subsidiary Management Plans as a result of such a review can be made through the Outline Plan process outlined in Condition 7.
- 12.4 The CEMP shall include a complaints management process setting out methods for capturing, recording and responding to complaints.

#### **Advice Note**

The CEMP and the PRLP can be prepared as a combined document that also addresses the matters required under any future Resource Consent conditions.

### **13. CEMP**

- 13.1 The CEMP shall include the following information:
  - a) The site or Project Manager including their contact details (phone, email and postal address to enable appropriate communication and consultation with the stakeholders and affected parties during the construction of the MDL Project).
  - b) The methods for identifying, communicating and consulting with: the community; key stakeholders; directly affected landowners; and parties affected by proximity, during the construction of the MDL Project.
  - c) The document management system for administering the CEMP, including review and Requiring Authority / Constructor / Auckland Council requirements;
  - d) Environmental incident and emergency management procedures (including spills);
  - e) Environmental complaint management procedures (see also Condition 12.4);
  - f) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the other subsidiary Plans.
  - g) Methods to manage the potential adverse effects of construction on the transport network by:
    - i. Managing the road transport network for the duration of construction to manage congestion and minimise delays to road users;
    - ii. Informing the public about the traffic management on the road transport network;
    - iii. Protecting public safety including the safe passage of pedestrians and cyclists; and
    - iv. Maintaining pedestrian access to private property at all times.
  - h) Methods to avoid or minimise the effects of construction as far as practicable on land outside the final (operational) designation.



- 13.2 The CEMP will also include details and requirements in relation to all areas within the designation footprint where construction works are to occur, and / or where materials and construction machinery are to be used or stored:
- a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
  - b) Methods for managing dust as a nuisance;
  - c) Methods for managing the control of silt and sediment within the construction area;
  - d) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures;
  - e) Measures to adopt to keep the construction area in a tidy condition in terms of disposal / storage of rubbish and storage unloading of construction materials (including equipment). All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation;
  - f) How the construction areas and yards are to be fenced and kept secure from the public;
  - g) Measures to ensure all temporary boundary / security fences associated with the construction of the MDL Project are maintained in good order with any graffiti removed as soon as possible;
  - h) The location and specification of any temporary acoustic fences and visual barriers;
  - i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets);
  - j) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances; and
  - k) Flood and riparian management.

## **NOISE AND VIBRATION**

### **14. Project Standards – Construction Noise**

Construction noise shall be measured and assessed in accordance with New Zealand Standard NZS 6803: 1999 “Acoustics – Construction Noise”, and shall, as far as practicable, comply with the guideline limits of that Standard. Methods to manage construction noise shall be implemented as required by Condition 15.

### **15. Construction Noise and Vibration Management Plan**

- 15.1 No later than ten working days prior to the commencement of work on the Project, the Requiring Authority must submit a Construction Noise and Vibration Management Plan (CNVMP) to Auckland Council for certification. The certified CNVMP must be implemented and maintained throughout the construction periods of the works.
- 15.2 The CNVMP must describe the measures to be adopted, as far as practicable, to meet the requirements of NZS6803:1999 Acoustics – Construction Noise. The CNVMP must refer to the noise management measures set out in Annexure E of the NZS6803:1999 and as a minimum must address:
- a) Construction sequencing;
  - b) Machinery and equipment to be used;
  - c) Hours of operation, including times and days when noisy construction work will occur;
  - d) Construction noise limits for specific areas;
  - e) Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptance outcomes;
  - f) Methods for monitoring construction noise.
- 15.3 The CNVMP must refer to vibration management measures set out in the vibration standards of the German Standard D1N4150-3:1999 and must address the following aspects:
- a) Vibration monitoring measures;
  - b) Vibration criteria;
  - c) Possible mitigation measures;

- d) Complaint response (refer condition 12);
- e) Reporting procedures;
- f) Notification and information for the community of the proposed works;
- g) Vibration testing of equipment to confirm vibration predictions;
- h) Location for vibration monitoring when construction activities are adjacent to critical buildings;
- i) Working hours;
- j) Preparation of building condition survey reports on critical buildings prior to, during and after completion of the works, if required.

## **URBAN DESIGN, LANDSCAPE AND PLANTING MITIGATION**

### **16. Public Realm and Landscape Plan**

- 16.1 The Requiring Authority shall prepare and submit a Public Realm and Landscape Plan (PRLP) prepared by a suitably qualified Landscape Architect or similar professional to Auckland Council with the Outline Plan.
- 16.2 The objective of the PRLP is to enable the integration of the MDL Project permanent works into the surrounding landscape and urban design context.
- 16.3 The PRLP shall include:
- a) An assessment of the existing public realm and landscape, and identification of any issues or opportunities at the time of construction;
  - b) Landscape plans to address any identified issues and include the details of the:
    - i. The design of public realm areas;
    - ii. The design of mitigation measures (if any) required for the project, which are to be located within the public realm;
    - iii. The design of the interface between the MDL and any buildings abutting the road (that are approved by resource consent), including any retaining walls, batters and landscaping;
    - iv. How areas within the designation footprint, used during construction of the MDL, are to be restored.
- 16.4 The PRLP shall be prepared taking into account the potential need of the Owners and residents of 56 Fairview Avenue to maintain buildings, services, structures and planting each side of the MDL.
- 16.5 The PRLP shall be prepared using the principles set out in the 'Urban Design and Landscape Analysis and Recommended Principles' submitted as part of the NoR (as Appendix C to the AEE – refer to Condition 1.1(c)). The PRLP shall show how these principles have been used to guide and influence the design of permanent works associated with the MDL, and how the design has responded or otherwise to these principles. In particular, the PRLP will outline how the following outcomes will be achieved:
- a) Planting
    - i. The design shall incorporate a native planting scheme for the areas around Lucas Creek.
  - b) Crossing of Lucas Creek
    - i. The crossing of Lucas Creek shall be constructed as a bridge with a pedestrian footpath on both sides.
  - c) Design of the road corridor and bridge elements
    - i. The bridge shall be designed so as not to preclude a future connection to the Lucas Creek walkway under the bridge.

- ii. The design of the bridge shall take into account, as far as practicable, that any future walkway will be required to be designed in accordance with CPTED guidelines.
- d) Pedestrian and Cycle Network
- i. A shared path shall be provided on the eastern side of MDL.
  - ii. A prioritised pedestrian crossing point shall be provided at the intersection of the MDL and Oteha Valley Road.
  - iii. A dedicated cycle facility shall be provided leading into and across Oteha Valley Road from Fairview and Medallion Drive.
- e) Earthworks
- i. Wherever retaining walls are located, they shall be designed so that they integrate into the adjoining existing landform when viewed from public and private places.
- f) Lighting
- i. The design shall minimise light spill into existing and future residential areas.
  - ii. Both pedestrian and vehicle lighting shall be provided.

## **OPERATIONAL TRAFFIC NOISE**

### **17**

- 17.1 The Requiring Authority shall engage a suitably qualified acoustic specialist to undertake a review of the assessment of operational noise undertaken for the NoR ('the Assessment'), which comprised the following:
- a) The report prepared by Marshall Day Acoustics, entitled, "Medallion Drive Traffic Noise Assessment, Rp 001 r002012241A" dated 25 October 2012 (refer to Condition 1.1(c));
  - b) The Statement of evidence presented by Stephen Peakall on 12 September 2013 and the accompanying plans (refer to Condition 1.1(e)).
- 17.2 The objective of the review is to confirm what, if any, noise mitigation is required. The review shall take into account the Consented Development and shall specifically identify any noise mitigation required to be undertaken by the Requiring Authority in relation to the Consented Development.
- 17.3 The review of the Assessment shall be included with the Outline Plan for the MDL Project, which is submitted to Auckland Council.

### **Advice notes**

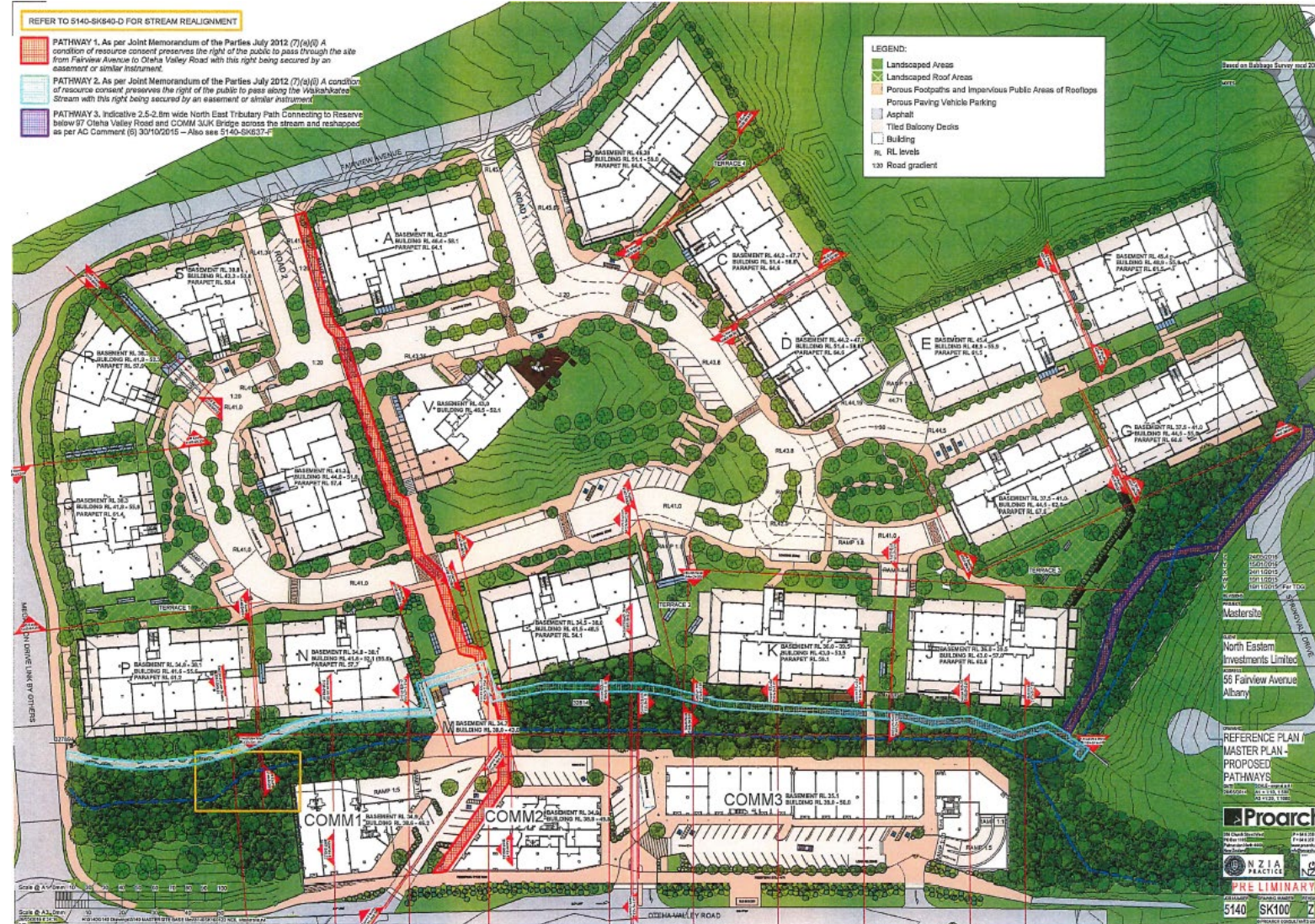
#### **AN1**

The Requiring Authority is responsible for obtaining all necessary consents, permits and licences, including those under the Heritage New Zealand Pouhere Taonga Act 2014.

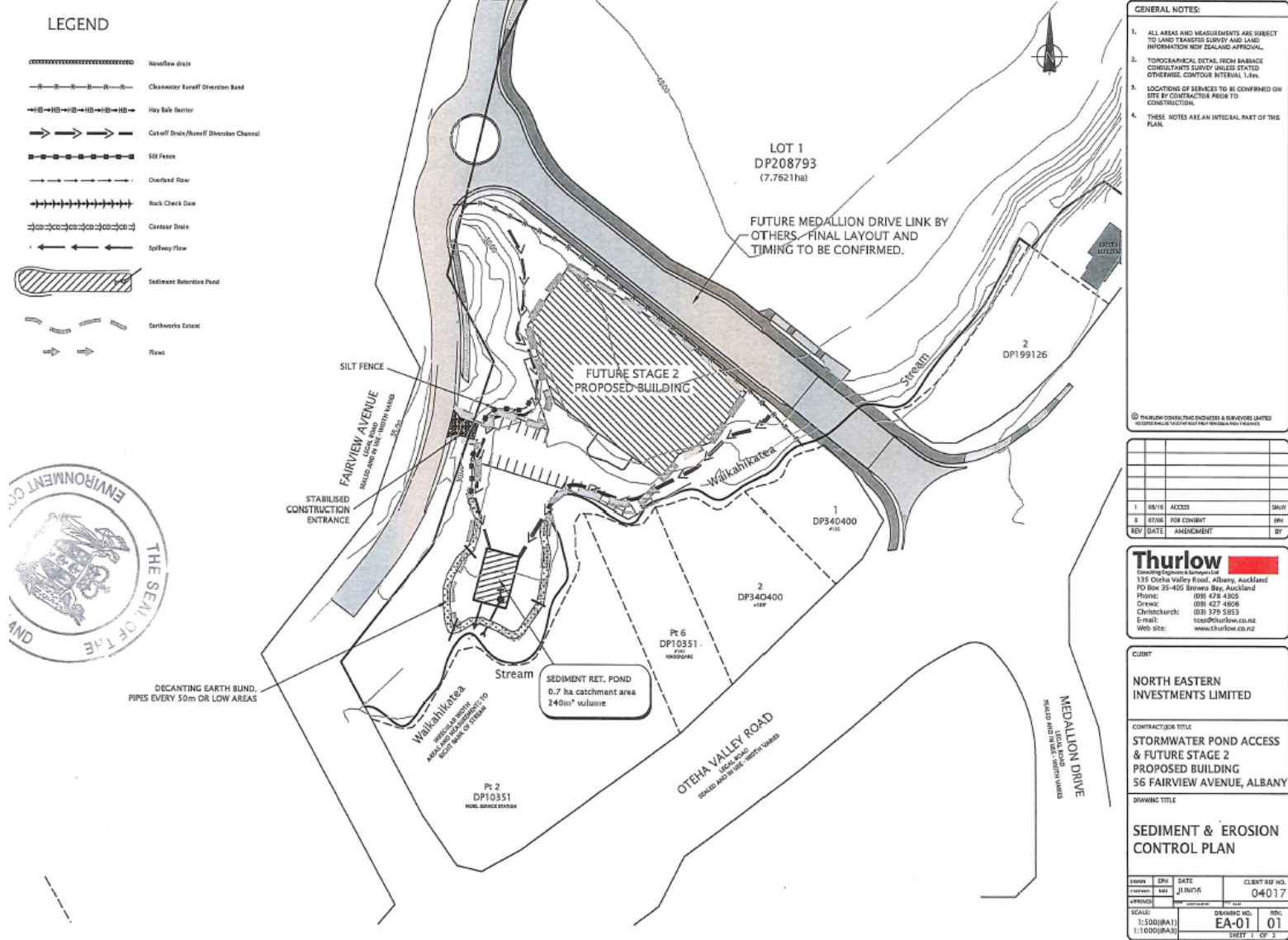
In the event of unanticipated archaeological sites or koiwi being uncovered the Requiring Authority should cease activity in the vicinity until it has the relevant approvals, and consulted with the Heritage New Zealand and the relevant iwi interests.

# Attachments

## 5140-SK100-Z



# 3818845-C-220-Rev A – Construction Site Layout Plan



## 1477 Lincoln Road Corridor Improvements

Designation Number	1477
Requiring Authority	Auckland Transport
Location	Lincoln Road, Henderson
Rollover Designation	No
Legacy Reference	
Lapse Date	7 years from the date when it was confirmed by the Environment Court consent order (13 February 2025)

### Purpose

Lincoln Road Corridor Improvements - the construction of improvements (including road widening) to Lincoln Road and local road connections and the ongoing operation and maintenance of the improvements.

### Conditions

#### Definitions and Abbreviations

DEFINITIONS	
Best practicable option	<p>Has the meaning under the Resource Management Act 1991 as follows:</p> <p><b>Best practicable option</b>, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to –</p> <ul style="list-style-type: none"> <li>(a) The nature of the discharge or emission and the sensitivity of the receiving environment to the adverse effects; and</li> <li>(b) The financial implications, and the effects on the environment, of that option when compared with other options; and</li> <li>(c) The current state of technical knowledge and the likelihood that the option can be successfully applied</li> </ul>
Directly Affected Parties	Owners and occupiers of land in the project area that have vehicle access from Lincoln Road or are within the proposed designation footprint (including Auckland Council Parks and Watercare).
Mana Whenua	Mana whenua for the purpose of this designation are considered to be the following (in alphabetical order), who at the time of the Notice of Requirement expressed a desire to be involved in the LRCI project:

	<p>(a) Ngāti Te Ata Waiohua</p> <p>(b) Ngāti Tamaoho</p> <p>(c) Ngāti Whātua o Kaipara</p> <p>(d) Ngāti Whātua o Orakei</p> <p>(e) Te Akitai Waiohua</p> <p>(f) Te Kawerau a Maki</p> <p>(g) Te Runanga o Ngāti Whātua</p>
Protected Premises and Facilities (PPFs)	<p>For noise, PPFs are defined in accordance with the New Zealand Standard for Road-Traffic Noise for New and Altered Roads 2010 (NZS 6806), as spaces inside buildings that are used for residential activities, marae, overnight medical care and teaching.</p> <p>For vibration, PPFs are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).</p>
<b>ABBREVIATIONS</b>	
BPO	Best practicable option
CCP	Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CFLBMP	Community Facilities and Local Business Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
DUDLP	Detailed Urban Design and Landscape Plan
LRCI	Lincoln Road Corridor Improvements
NoR	Notice of Requirement
ONMP	Operational Noise Management Plan

RMA	Resource Management Act 1991
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## Designation Conditions

GENERAL CONDITIONS	
1.	<p>Except as modified by the conditions below, the LRCI Project shall be undertaken in general accordance with the plans and information provided by the Requiring Authority, unless amended by any plan or document listed below:</p> <ol style="list-style-type: none"> <li>1. Revised slip-lane arrangement plan (Z Energy) dated 18 May 2017.</li> <li>2. Revised designation plan for 311/313 Lincoln Road (80507651-0301-C706 Rev B and 80507651-0301-C705 Rev B).</li> <li>3. Access arrangement for 311/313 Lincoln Road (80507651-0301-SK004 Rev F).</li> <li>4. PaknSave TMP – Lincoln Road Sections 1 to 3, Revision C, dated 13 December 2017.</li> </ol> <p>Where there is inconsistency in the documents listed in the NoR or the documents listed above and the conditions, the conditions shall prevail.</p>
Lapse Date	
2.	<p>In accordance with section 184(1) of the RMA, this designation shall lapse if not given effect to within 7 years from the date on which it is confirmed.</p>
Outline Plans	
3.	<p>Prior to commencing any works pursuant to this designation, the Requiring Authority shall submit an Outline Plan(s) to the Auckland Council for the project in accordance with section 176A of the RMA. The Outline Plan(s) shall include the following plans:</p> <ol style="list-style-type: none"> <li>(a) A Communication and Consultation Plan (CCP);</li> <li>(b) A Construction Environmental Management Plan (CEMP);</li> <li>(c) A Construction Traffic Management Plan (CTMP);</li> <li>(d) A Detailed Urban Design and Landscape Plan (DUDLP);</li> <li>(e) An Operational Noise Management Plan (ONMP); and</li> <li>(f) A Community Facilities and Local Business Management Plan (CFLBMP).</li> </ol>



4.	All work shall be undertaken in accordance with the requirements of the plans listed in Condition 3(a) to (f) above. Where there are any inconsistencies between the contents of the above plans, then the provision that involves the least adverse effects on Directly Affected Parties shall apply.
5.	The plans listed in Condition 3(a) to (f) above shall include a process for amendment of the relevant plan in response to any contractor's requirements, without the need for a further Outline Plan provided that the amendments do not result in materially different or greater adverse effects, (including on Directly Affected Parties) to those generated by the original Outline Plan.
6.	Once finalised, the plans listed in Condition 3(a) to (f) above, including any amendments, will be provided in electronic format to all Directly Affected Parties and will also be available upon request to the public generally.

### Designation Review

7.	<p>On an on-going basis as work stages are completed, as soon as reasonably practicable, and no later than 12 months from the date of the stage becoming operational, the Requiring Authority shall:</p> <p>(a) Confirm those areas of the designation that have been identified for temporary construction purposes;</p> <p>(b) Identify any other areas of the designation that are no longer necessary for the on-going operation or maintenance of the project or for on-going mitigation measures; and</p> <p>(c) Give notice to the Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) and (b) above.</p>
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### PRE-CONSTRUCTION CONDITIONS

#### Network Utility Operators

8.	<p>The Requiring Authority shall work collaboratively with Network Utility Operators:</p> <p>(a) During the development of the detailed design for Lincoln Road to provide for the ongoing operation and access to Network Utility operations; and</p> <p>(b) During the preparation and implementation of the Construction Methodology in relation to remedying or mitigating any adverse effects on existing infrastructure and Network Utility operations.</p>
9.	In the period before construction begins, the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and can be

	<p>undertaken without seeking the Requiring Authority’s written approval under section 176(1)(b) of the RMA:</p> <ul style="list-style-type: none"> <li>(a) Maintenance and urgent repair works of existing Network Utilities;</li> <li>(b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility operations; and</li> <li>(c) Minor works such as new property service connections.</li> </ul> <p>For the avoidance of doubt, in this condition “existing Network Utilities” includes infrastructure operated by a Network Utility Operator which was:</p> <ul style="list-style-type: none"> <li>• In place at the time the NoR for the LRCI Project was served on Auckland Council; or</li> <li>• Undertaken in accordance with this condition or the section 176(1)(b) RMA process.</li> </ul>
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### Mana Whenua Engagement

<p>10.</p>	<p>The Requiring Authority shall undertake ongoing consultation and input of Mana Whenua into the design and construction of the project, including, but not limited to:</p> <ul style="list-style-type: none"> <li>(a) Regular meetings between the Requiring Authority and Mana Whenua the frequency of meetings shall be agreed between the two parties;</li> <li>(b) Input into the preparation of the DUDLP (in accordance with Condition 21);</li> <li>(c) Involvement of Mana Whenua in removal and or replanting of any native tree species; and</li> <li>(d) Any other matters agreed between the Requiring Authority and the Mana Whenua consultation that is within the scope of the project.</li> </ul>
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### CONSTRUCTION CONDITIONS

#### Communication and Consultation Plan

<p>11.</p>	<p>A Communication and Consultation Plan (CCP) shall be included in the Outline Plan submitted to Auckland Council. The objective of the CCP is to ensure appropriate communication and consultation is undertaken with affected parties during the detailed design and project construction periods. The CCP shall include, but not be limited to:</p>
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	<ul style="list-style-type: none"> <li>(a) A communications framework that details the Requiring Authority's communication methods, the frequency of communications and consultation and any other relevant communication matters;</li> <li>(b) The Communication and Consultation Manager for the project including their contact details (phone, email and postal address);</li> <li>(c) A summary of consultation undertaken between the Requiring Authority and Directly Affected Parties on the detailed design for the Lincoln Road improvements;</li> <li>(d) A summary of the communication and consultation undertaken between the Requiring Authority and Network Utility Operators in accordance with Condition 8;</li> <li>(e) Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works, including: <ul style="list-style-type: none"> <li>(i) determining adequate notice periods for the commencement of construction activities and works that affect access to properties;</li> <li>(ii) informing parties of the expected timing, duration and staging of works and regular updating of progress,</li> </ul> </li> <li>(f) Methods for recording and managing queries, concerns and complaints during the project, including (as needed on a 24/7 basis) contact details and complaints procedures;</li> <li>(g) Methods for communicating and consulting in advance about temporary traffic management measures to owners and occupiers located adjacent to proposed construction works, including the provision of suitable vehicle access to affected sites during construction works and provision of appropriate notice periods in cases when access will be reduced or unavailable;</li> <li>(h) Methods for communicating and consulting with owners and occupiers located adjacent to proposed construction works regarding the management of work around vegetation to be retained, vegetation to be removed, and the transplanting of vegetation, where practicable;</li> <li>(i) Methods for communicating and consulting with owners and occupiers located adjacent to the proposed construction works regarding the preparation of the CFLBMP required by Condition 31 and the co-ordination of that input with the preparation of CTMP (Condition 12), CEMP (Condition 14), and DUDLP (Condition 21);</li> <li>(j) Methods to communicate any changes, made in accordance with Condition 5, to the management plans listed in Condition 3;</li> </ul>
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	<p>(k) Methods to ensure ongoing communication with Mana Whenua who have expressed an interest through this process.</p> <p>Preparation of the CCP is to include a process to invite feedback from Directly Affected Parties, prior to the CCP being submitted to the Council as part of an Outline Plan. The CCP shall document the feedback received and the measures to be taken to address concerns, or reasons why specific comments cannot be addressed.</p>
<b>Construction Traffic Management Plan</b>	
12.	<p>A CTMP shall be included in the Outline Plan submitted to the Council. The objective of the CTMP is to ensure measures are in place that will avoid, remedy or mitigate the local and network-wide transportation effects of construction associated with the project. The temporary traffic management measures in the plan shall include:</p> <ul style="list-style-type: none"> <li>(a) Proposed operating speeds and traffic layouts during construction;</li> <li>(b) Proposed method of monitoring traffic speeds, safety and levels of congestion and steps to be taken to avoid significant adverse traffic effects, where practicable.</li> <li>(c) Provision for controlling construction access to the site, traffic control adjacent to the site, and the protection of the public;</li> <li>(d) How access for pedestrians and cyclists along the corridor and to properties will be maintained;</li> <li>(e) How safe vehicle access to properties will be maintained to the greatest extent possible while acknowledging that construction needs will likely result in temporarily reduced capacity or closure of vehicle access. In the first instance, reduced capacity, alternative temporary access or sharing access with adjacent sites (where possible) should be provided. Where there is no practicable alternative, temporary full closure must involve adequate notice in accordance with the time periods specified in Condition 11(g).</li> <li>(f) How construction workforce parking will be managed; and</li> <li>(g) How provision will be made for access of emergency vehicles at all times.</li> </ul> <p>Preparation of the CTMP is to include a process to invite feedback from directly affected parties, prior to the CTMP being submitted to the Council as an Outline Plan. The CTMP is to document the feedback received and the measures to be taken to address concerns, or reasons why specific comments cannot be addressed.</p>
13.	<p>A copy of the CTMP shall be kept on the site at all times during construction. All measures for the protection of the public and other personnel set out in the CTMP shall be maintained and complied with at all times until such time as the works are</p>

completed.

### Construction Environmental Management Plan

14. A CEMP shall be included in the Outline Plan submitted to Auckland Council. The objective of the CEMP is to provide for avoidance, remediation or mitigation of adverse effects associated with the construction of the project. The CEMP shall reflect the requirements of any resource consent issued by Auckland Council and as a minimum include:
- (a) A description of the proposed works and construction methodology;
  - (b) An optimised construction programme that minimises disruption as far as practicable along Lincoln Road within the Project area during the period 12-24 December, and including the period 1-26 December in particular in respect of the site and adjacent road environment at 202-224 Lincoln Road;
  - (c) An Erosion and Sediment Control Management Plan;
  - (d) A Dust Management Plan, including the proposed means of managing dust during construction taking into account the recommendations in section 5.2 of the Air Quality Report 31/05/2016 provided by the Requiring Authority with the Notice of Requirement, and how dust will be monitored throughout the construction period;
  - (e) A Construction Noise and Vibration Management Plan (CNVMP) to provide for the development and implementation of identified best practicable options to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting from construction. The CNVMP shall contain, but not be limited to:
    - i. The project noise and vibration criteria (including weekend and night time works) in accordance with the NZS 6803:1999 Acoustic Construction Noise and Guideline DIN4150-3 1999, Structural Vibration – Effects of vibration on structures, and taking into account the recommendations of the Noise and Vibration Report provided by the Requiring Authority with the Notice of Requirement for a weekday and Saturday night time noise limit of LAeq 55dB for residential receivers;
    - ii. A summary of construction noise and vibration assessments/predictions;
    - iii. General construction practices, management and mitigation;
    - iv. Noise management and mitigation measures specific to activities and/or receiving environments, such as temporary barriers or enclosures, selection of appropriate machinery, specific consideration of any night-time works, and preparation of site-specific construction noise management plans where required;

- v. Vibration management and mitigation measures specific to activities and/or receiving environments, including the process to be followed to prepare site-specific construction vibration management plans where required;
  - vi. Site specific CNVMPs shall describe site specific noise effects and/or vibration risks, mitigation measures, including consultation and notice processes with affected parties, and shall stipulate the required monitoring of noise or vibration levels. A site specific CNVMP may prescribe noise and vibration levels higher than those prescribed in condition 14(e)(i) provided they have been determined by a suitably qualified and experienced person as being the Best Practicable Option to manage noise and vibration effects. Any such site specific CNVMP may be for individual buildings or for groups, whichever is appropriate, and must be prepared by a suitably qualified person;
  - vii. Site specific CNVMPs must be submitted to the Council 5 working days prior to the noise being generated for certification that the proposed noise mitigation measures (BPO) are appropriate given the noise to be generated and the surrounding activities. Council may require additional mitigation measures where necessary to ensure BPO is achieved;
  - viii. Monitoring and reporting requirements;
  - ix. Procedures for handling complaints;
  - x. Procedures for review of the CNVMP throughout the project; and
  - xi. Methods for communication and consultation with affected parties, including procedures for giving advance notice where it is anticipated that there may be perceptible levels of vibration and/or noise levels will exceed relevant standards.
- (f) Construction lighting details and how the use of temporary construction floodlighting shall be located and directed to minimise potential glare effects on occupants of residential buildings;
- (g) Details of the temporary stormwater management system that will be in place at all times during construction;
- (h) How works around trees and on-site landscaping will be undertaken to retain vegetation in accordance with Condition 21;
- (i) Details of on-site car parking management where works require the temporary removal of existing car parks. This may involve temporary re arrangement of car parks on site, agreement to share parking on adjacent sites or similar measures;
- (j) Details as to the nature and extent of works in the Temporary designation area shown on the NoR plans. Generally, this area should not be used for stockpiling

	<p>of machinery or materials, while the use of hoardings and other screens should be kept to a minimum;</p> <p>(k) Details of works in the vicinity of hazardous substances facilities and how those works will be undertaken in a safe manner; and</p> <p>(l) Preparation of the CEMP is to include a process to invite feedback from directly affected parties, prior to the CEMP being submitted to the Council as part of an Outline Plan. The CEMP shall document the feedback received and the measures to be taken to address concerns, or reasons why specific comments cannot be addressed.</p>
<b>Safety audits</b>	
15.	Prior to the commencement of construction activities, the Requiring Authority shall provide a copy of a detailed design safety audit to Auckland Council.
15A.	A safety audit with respect to the operation of U-turn arrangements at the Universal Drive and Central Park Drive intersections with Lincoln Road shall be undertaken within three months of the issue of the certificate of practical completion.
<b>Accidental Discovery Protocol</b>	
16.	<p>In the event of an accidental discovery of archaeological material, the site manager must:</p> <p>(a) Cease work immediately within 10m of the discovery, and secure this area.</p> <p>(b) Notify the Council and Heritage New Zealand - Pouhere Taonga Regional archaeologist within one working day of the discovery.</p> <p>(c) Advise the NZ Police and Coroner if skeletal remains are uncovered.</p> <p>(d) Ensure that works within the secured area do not resume until all necessary statutory authorisations or consents have been obtained.</p>
17.	<p>If at any time during investigation, potential koiwi, archaeology or artefacts of Maori origin are discovered, the Requiring Authority will notify Mana Whenua.</p> <p><i>Advice note: Works affecting archaeological sites are subject to a consent process under the Heritage New Zealand Pouhere Taonga Act 2014. An authority (consent) from Heritage New Zealand - Pouhere Taonga must be obtained for the work prior to commencement. It is an offence to damage or destroy a site for any purpose without an authority. The Heritage New Zealand Pouhere Taonga Act 2014 contains penalties for unauthorised site damage.</i></p>

## Overland Flow

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| 18. | Prior to construction commencing, detailed design shall include an assessment of overland flow and flooding effects of the design, and demonstrate that any flooding effects on sites outside the designation are avoided or mitigated by the design. |
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## Lighting

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| 19. | All street lighting will be designed to comply with AS/NZS 1158, and Auckland Transport's Code of Practice.   |
| 20. | The DUDLP required by Condition 21 shall include finalised proposed lighting specifications, locations, illumination levels, shielding and any relevant industry standards and demonstrate that lighting minimises light spill and glare for neighbouring residences, while being integrated with the public realm. |

## Landscape / Urban Design

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| 21. | <p>A detailed Urban Design and Landscape Plan (DUDLP) shall be included in the Outline Plan submitted to Auckland Council. The DUDLP shall be prepared by a suitably qualified person taking into account the principles of the Urban Design, Landscape and Visual Assessment report submitted with the NoR, updated where necessary to take account of best practice and any changes to the environment along Lincoln Road since the NoR was confirmed.</p> <p>The DUDLP must include details of:</p> <ul style="list-style-type: none"><li>(a) Locations for all tree and vegetation planting including number, sizes and species, consistent with Condition 22;</li><li>(b) Replacement planting on private properties as designed in consultation with and as approved by the landowner(s) of each private property;</li><li>(c) Replacement planting in Daytona Reserve of at least 3 Totara trees of PB 95 size, to be planted along the same alignment as the existing trees; and further planting in Te Pai Park as to be agreed with the Council;</li><li>(d) Design of the new public space at 308-310 Lincoln Road, incorporating replacement trees;</li><li>(e) Landscape treatment for the raised median buffer space beside the cycle lane and T3 lane and residual or new berm areas, complying with Condition 21 as necessary;</li><li>(f) Design of retaining walls and batters. Where retaining walls are greater than 1m in height and will face residential activities, then specific designs should be identified that minimise impacts on residential amenity, including privacy and</li></ul> |
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	<p>outlook, sunlight and daylight access and visual appearance, as well as minimising the height of the retaining wall where feasible.</p> <p>(g) Treatments of footpaths, pedestrian paths and cycle lane surfaces and alignments (including at vehicle crossings and pedestrian and cycle crossing points at intersections), to ensure the safety and convenience of pedestrians and cyclists, taking into account the location of other street elements and furniture. The design of T intersections should clearly signal to vehicle drivers that they are entering a low speed environment.</p> <p>(h) How the designs of (a) to (f) are compatible with the landscape treatment of the State Highway 16 Lincoln Road interchange, Te Pai Park and Daytona Reserve, as relevant.</p> <p>(i) How the detailed design addresses NZS 4121:2001 – ‘Design for Access and Mobility – Buildings and Associated Facilities’, RTS 14 – ‘Guidelines for facilities for blind and vision - impaired pedestrians, and the principles set out in the National Guidelines for Crime Prevention Through Design in NZ;</p> <p>(j) A consistent palette of options for replacement fencing and landscape strips on land not part of the permanent designation (as to be agreed with landowners), including any acoustic fencing that may be required by condition 32; and</p> <p>(k) Lighting details required by condition 19.</p>
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### Trees: New Planting

22.	<p>The DUDLP required by Condition 21 shall include details on the street tree planting, as follows:</p> <p>(a) As many suitable street trees as possible are to be planted in the raised median, remaining berm areas and where feasible in the footpaths in general accordance (including number and spacing) with the concept plan submitted with the NoR and as updated through the DUDLP Condition 21 taking into account the following factors:</p> <p>(i) The location of utilities and services and their protection from installation works and the on-going growth of trees. This could include possible relocation of services, if necessary;</p> <p>(ii) The design of engineered tree pits to ensure healthy growth of street trees, providing at least 20m<sup>3</sup> of soil per tree. This is likely to include the design of structural tree pits which extend beyond the footprint of the median strip or road berm. Techniques should include use of:</p> <ul style="list-style-type: none"> <li>• Soil cells, or;</li> <li>• Vault or rafting, or;</li> <li>• Structural Soils,</li> </ul>
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	<p>(iii) Pre-ordering appropriate nursery stock so that they can be trained to form an appropriate shape prior to installation within the median.</p> <p>(b) A maintenance plan setting out methods to maintain the trees in their establishment phase and once established, including irrigation, pruning and maintenance of ground cover and replacement of individual trees that do not thrive or are subsequently damaged;</p> <p>(c) Record of consultation with Watercare in respect of planting in proximity to their assets; and</p> <p>(d) The works arborist identified in Condition 24 to oversee the median tree planting works.</p>
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### Trees: Works

23.	Trees located within the (Temporary and Permanent) designation footprint may be removed, except for scheduled trees located within the road reserve outside 158 Lincoln Road (Himalayan Cedar) and 172 Lincoln Road (Rimu).
24.	Works in the driplines of trees (removal or alteration) is to occur under the supervision of a suitably experienced arborist ('Works Arborist') to be employed by the Requiring Authority for the duration of the project. The Works Arborist is to monitor, direct and supervise all tree removals and all works within the dripline of trees adjacent to the works site. The appointed Works Arborist must be experienced in tree protection systems and construction methodologies and be able to coordinate the site works to ensure that the approved tree protection methodology is correctly implemented.
25.	<p>Where works occur within the dripline of trees (for trees either located within or adjacent to the designation footprint), an on-site determination as to whether a tree can be viably retained or shifted shall be undertaken by the Works Arborist. The Works Arborist shall consider the following criteria (and provide a copy of the assessment in writing) when making his/her determination:</p> <p>(a) Whether or not there any design solutions which would allow for a tree or trees to be retained;</p> <p>(b) Species' known tolerance to root pruning/disturbance;</p> <p>(c) Overall condition of the tree (vigour/vitality);</p> <p>(d) Actual confirmed distance between the tree and the proposed works;</p> <p>(e) Any known previous root pruning/disturbance;</p>

	<p>(f) Numbers and diameters of roots which are required to be pruned; and</p> <p>(g) Size of the tree.</p>
26.	The removal of any vegetation shall be undertaken in a manner which avoids any unnecessary damage or disturbance to any retained vegetation and their root zones (for example sectional felling in conjunction with modern rigging techniques where required).
27.	Works around retained trees shall be according to best arboricultural practices, in accordance with section 9 of the Arboricultural report from Amenity Tree Consultants Limited, titled Lincoln Road Corridor Improvements, dated May 2016, including methods to prune roots where necessary and avoidance of stockpiling of construction material machinery etc. in drip lines.
28.	Measures are to be taken to ensure that all contractors, subcontractors, and workers engaged in all activities covered by this designation are advised of the tree protection measures required as conditions upon this designation, and operate in accordance with them.
29.	Ten days prior to any work occurring within the dripline of the three notable trees located outside the properties at 158 Lincoln Road (Himalayan Cedar) and 172 Lincoln Road (Rimu), and within the property of 170 Lincoln Road (Rimu), details of the proposed works will be submitted to the Council for certification. The works shall follow best arboricultural practice, to avoid/minimise root loss by using non-dig construction options, and damage to the tree. The design should allow for permeable surfaces beneath the dripline where practicable.
30.	<p>Regular monitoring reports and a completion report are to be submitted to the Council.</p> <p>The Requiring Authority shall prepare and submit to the Council's Consents Arborist and Monitoring Inspector compliance reports on a monthly basis throughout the course of the works. The compliance reports shall include:</p> <p>(a) A digital photographic record of the tree works undertaken from the appointed Works Arborist; and</p> <p>(b) Confirmation that the works to date have been in accordance with the conditions of this designation while under the direction of the Works Arborist.</p> <p>A completion report shall be provided by the Works Arborist to the Council's Resource Consents Arborist within one month of the finish of site works. The completion report shall confirm (or otherwise) that the works have been undertaken in accordance with the tree protection measures in the conditions and under the direction of the Works Arborist. The completion report shall also confirm</p>

	(or otherwise) that the impact on the protected trees has been no greater than that afforded under the conditions.
--	--

### Community Facilities and Local Business Management Plan

31.	<p>At least 3 months prior to the commencement of construction works, and prior to the submission to the Council of the Outline Plans listed in Condition 3, a Community Facilities and Local Business Management Plan (CFLBMP) shall be submitted to the Council and provided to stakeholders, for their information. The objective of the CFLBMP is to identify the potential effects of the construction works on local community facilities and local businesses, identify potential mitigation measures and how these will be implemented through the plans listed in Condition 3.</p> <p>The CFLBMP shall be developed in consultation with directly affected parties, local community facility operators and business owners. The CFLBMP shall document feedback received and the measures to be taken to address concerns, or reasons why specific feedback cannot be addressed.</p> <p>The CFLBMP shall identify the following:</p> <p>(a) Measures to avoid, remedy or mitigate (as far as reasonably practicable) disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) and operations for community facilities and local businesses as a result of construction activities;</p> <ul style="list-style-type: none"> <li>i. Temporary signage;</li> <li>ii. Provision of alternative car parking during construction;</li> <li>iii. Adequate notice of when and how construction will affect customer and delivery access in accordance with Condition 12(e); and</li> <li>iv. Timing and staging of the works during construction.</li> </ul> <p>(b) How the potential temporary loss of amenity for community facilities and businesses as a result of construction activities will be or have been mitigated through the CEMP.</p>
-----	--

### Operational Noise

32.	<p>An Operational Noise Management Plan (ONMP) shall be prepared in accordance with NZS6806:2010 Acoustics - Road Traffic Noise - New and Altered Roads. The objective of the ONMP is to set out how the effects of road noise on PPFs existing prior to the designation being in place will be mitigated by the adoption of the Best Practicable Option.</p>
-----	---

	<p>The ONMP shall:</p> <p>(a) identify how the Project will be designed and constructed so that using the best practicable option, predicted operational noise levels from the Project 10 years after opening; at the PPFs identified in Appendix D of the Styles Group report (Appendix D, "Table of Predicted Noise Levels", Operational Noise Assessment Report, June 2016); do not result in any upwards change to the specified "Noise Criteria Category" in Appendix D "Preferred Design Option" noise levels predicted by the acoustic modelling undertaken by Styles Group Acoustics and Vibration; and</p> <p>(b) detail the best practicable option for reducing noise levels for the PPFs in accordance with NZS6806:2010 and as agreed with the landowners where relevant.</p>
--	--

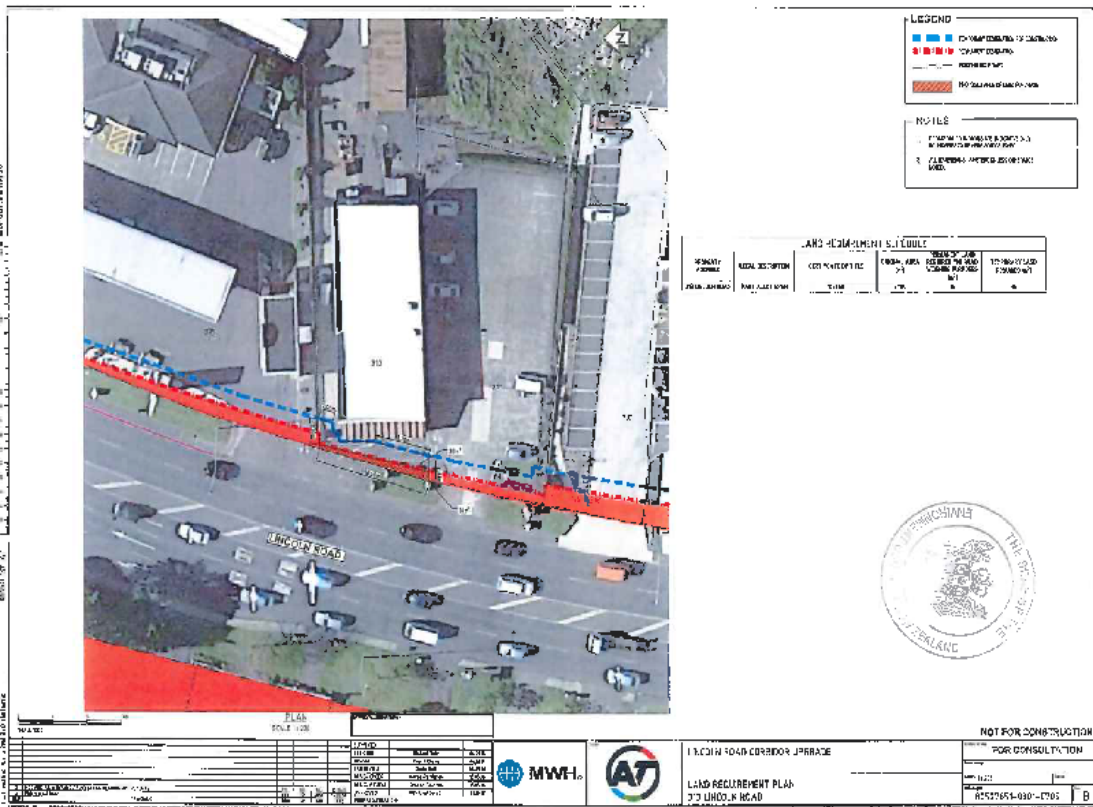
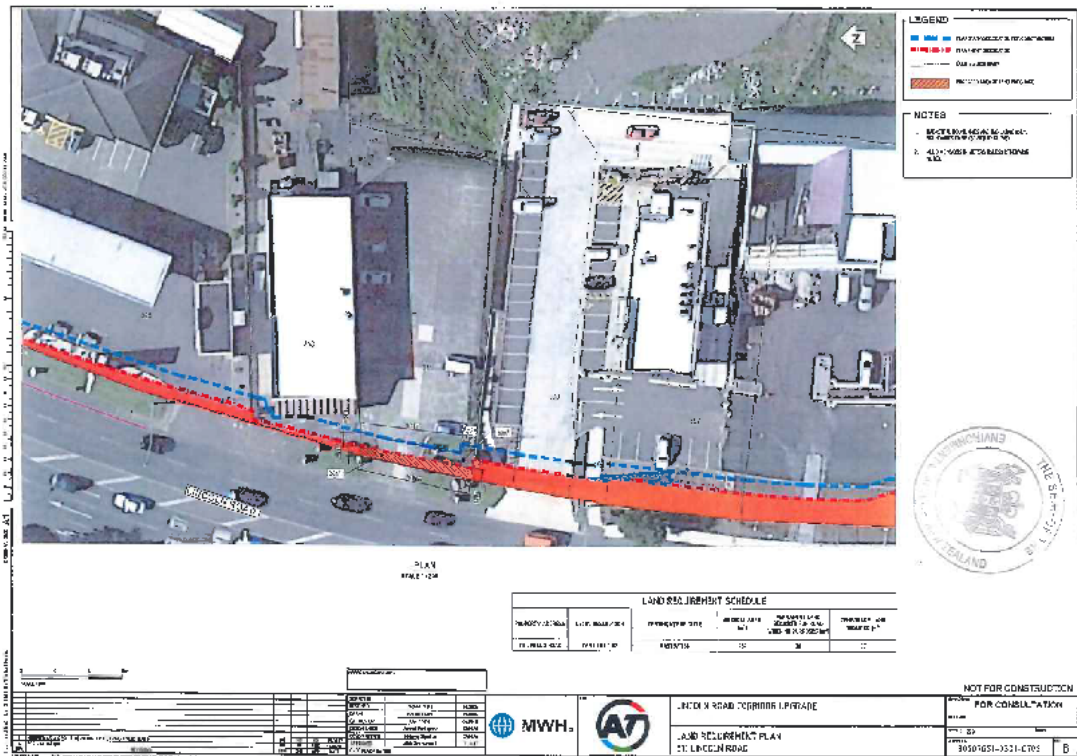
33.	An independent acoustic expert shall prepare the ONMP to be submitted with the Outline Plan required by Condition 32.
-----	---

#### Universal Drive pedestrian crossing

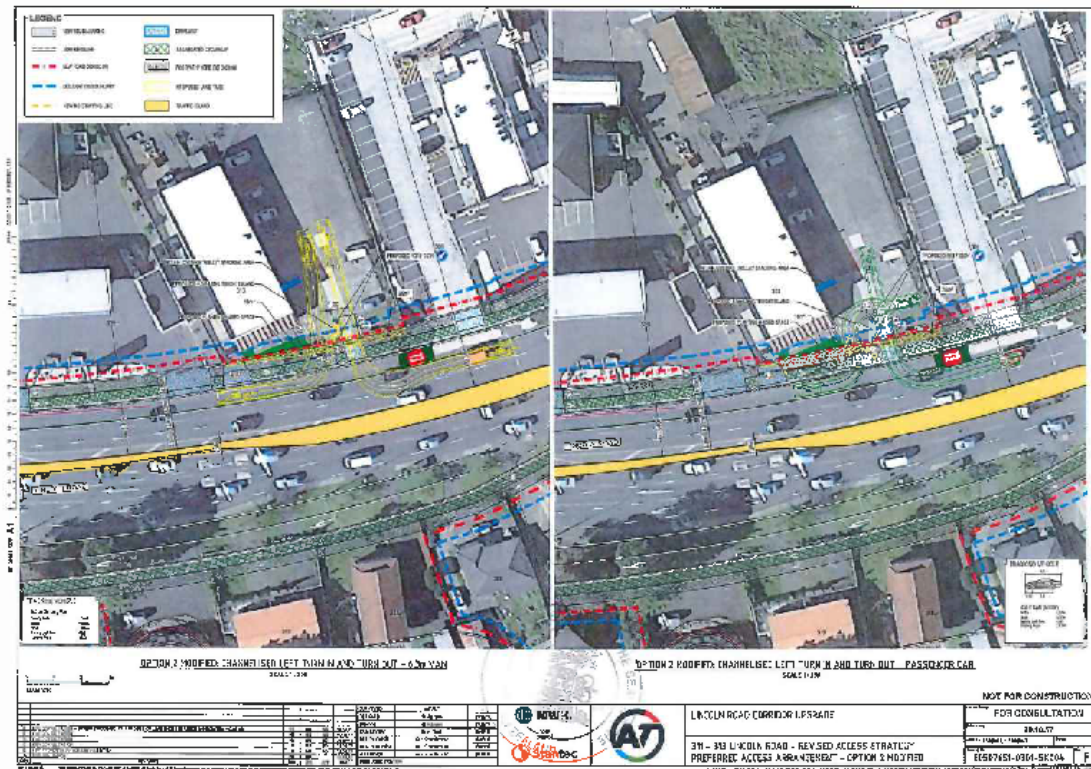
34.	<p>Subject to being able to meet any safety and operational requirements identified by the safety audit undertaken for the detailed design for the project, the detailed design for the permanent replacement signalised pedestrian crossing on Universal Drive, adjacent to 202-224 Lincoln Road shown on Sheet 13 in Appendix 21 of the NoR shall be amended so that the southern leg of the crossing aligns approximately with the existing pedestrian route through 202-224 Lincoln Road.</p> <p>Advice note: In the event that the revised crossing design required by Condition 34 is not able to meet Auckland Transport's safety and operational requirements, the Requiring Authority shall, in consultation with the owner of 202-224 Lincoln Road, use its best endeavours to realign the pedestrian route through 202-224 Lincoln Road to align with the replacement signalised crossing on Universal Drive.</p>
-----	--

# Attachments

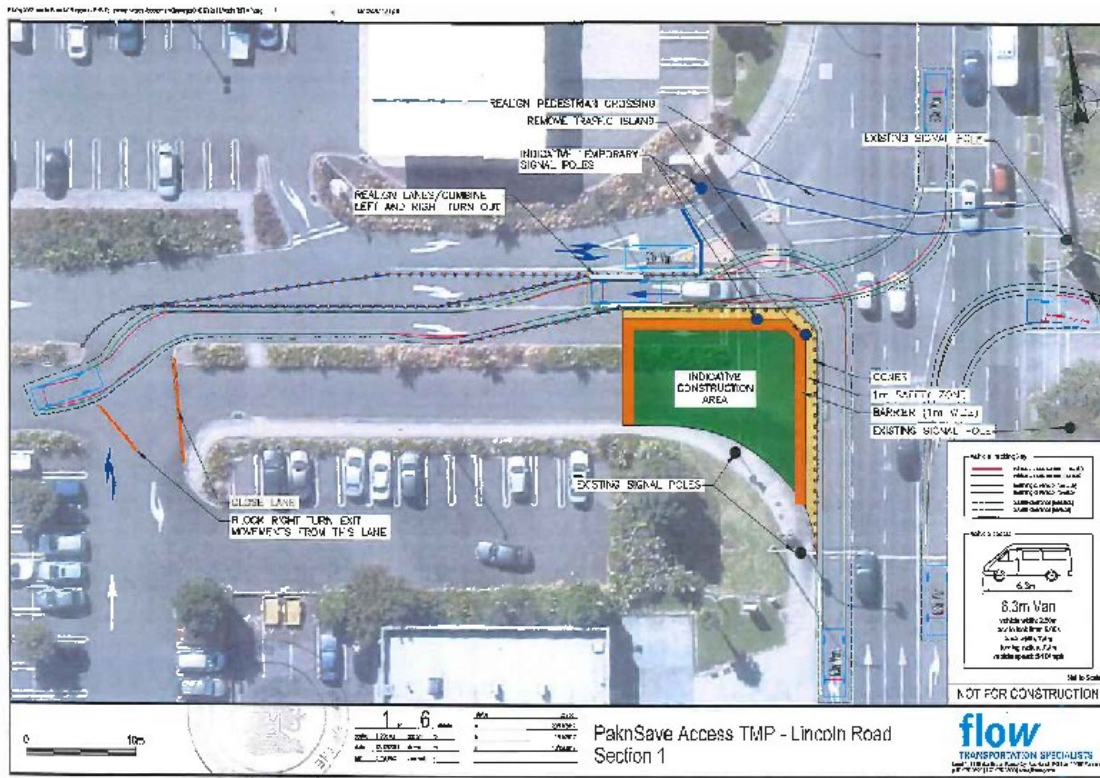
## Land Requirement Plan – 311/313 Lincoln Road (80507651-301-C706 Rev B and 80507651-0301-C705 Rev B)



# Access arrangement for 311/313 Lincoln Road (80507651-0301- SK004 Rev F)



PaknSave TMP – Lincoln Road Section 1 to 3, Revision C









Land requirement plans: these have been included to provide clarification. Blue line shows the extent of the temporary designation for construction (parts of which will be removed post-construction in accordance with Condition 7). Red line shows the permanent designation boundary post-construction).

DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
150  
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ORIGINAL SIZE A1



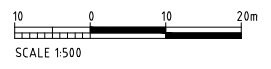
**LEGEND**

- ▬▬▬ TEMPORARY DESIGNATION FOR CONSTRUCTION
- ▬▬▬ PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

PLAN  
SCALE 1:500



LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m²)	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m²)	TEMPORARY LAND REQUIRED (m²)
RADIO NZ PART LOT	PART LOT 4 DP	NA2070 43 NA41D / 298 NA41D/ 299	15267	914	---

APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD DRN	JP CHK	AGS APP	13.05.16 DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale 04.2016	Prachi Dhare 04.2016	Gavin Smit 04.05.16	Jarrold Pettigrew 13.05.16	Graeme Stanton 13.05.16	Graeme Stanton 13.05.16

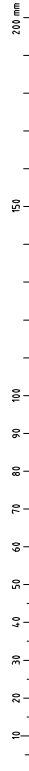


LINCOLN ROAD CORRIDOR UPGRADE

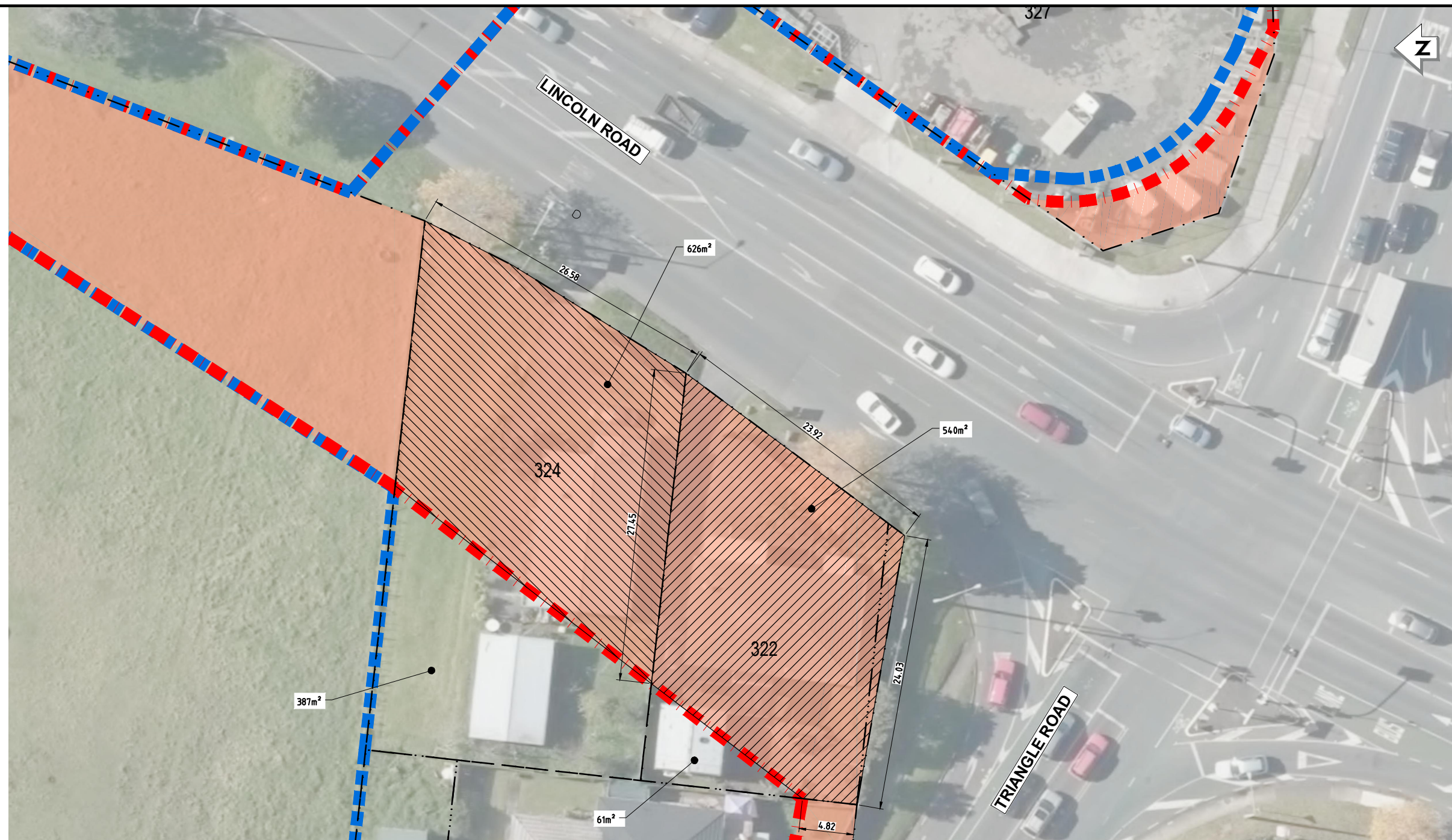
LAND REQUIREMENT PLAN  
PART LOT 4 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-17	
Scales	1:500	Datum
Drawing No.	80507651-0301-C701	Rev. A

DO NOT SCALE - IF IN DOUBT, ASK



ORIGINAL SIZE A1



**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

- CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
- ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

PLAN  
SCALE 1 : 200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
324 LINCOLN ROAD	LOT 3 DP 130797	NA76C/675	1013	626	387
322 LINCOLN ROAD	PART LOT 3DP ALLLOT 631 PSH	NA35C/464	601	540	61



APPROVAL SIGNATURE -

SURVEYED	Michael Yale	04.2016
DESIGNED	Prachi Dhare	04.2016
DRAWN	Gavin Smit	04.05.16
CAD REVIEW	Jarrold Pettigrew	13.05.16
DESIGN CHECK	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	27.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
324 AND 322 LINCOLN ROAD

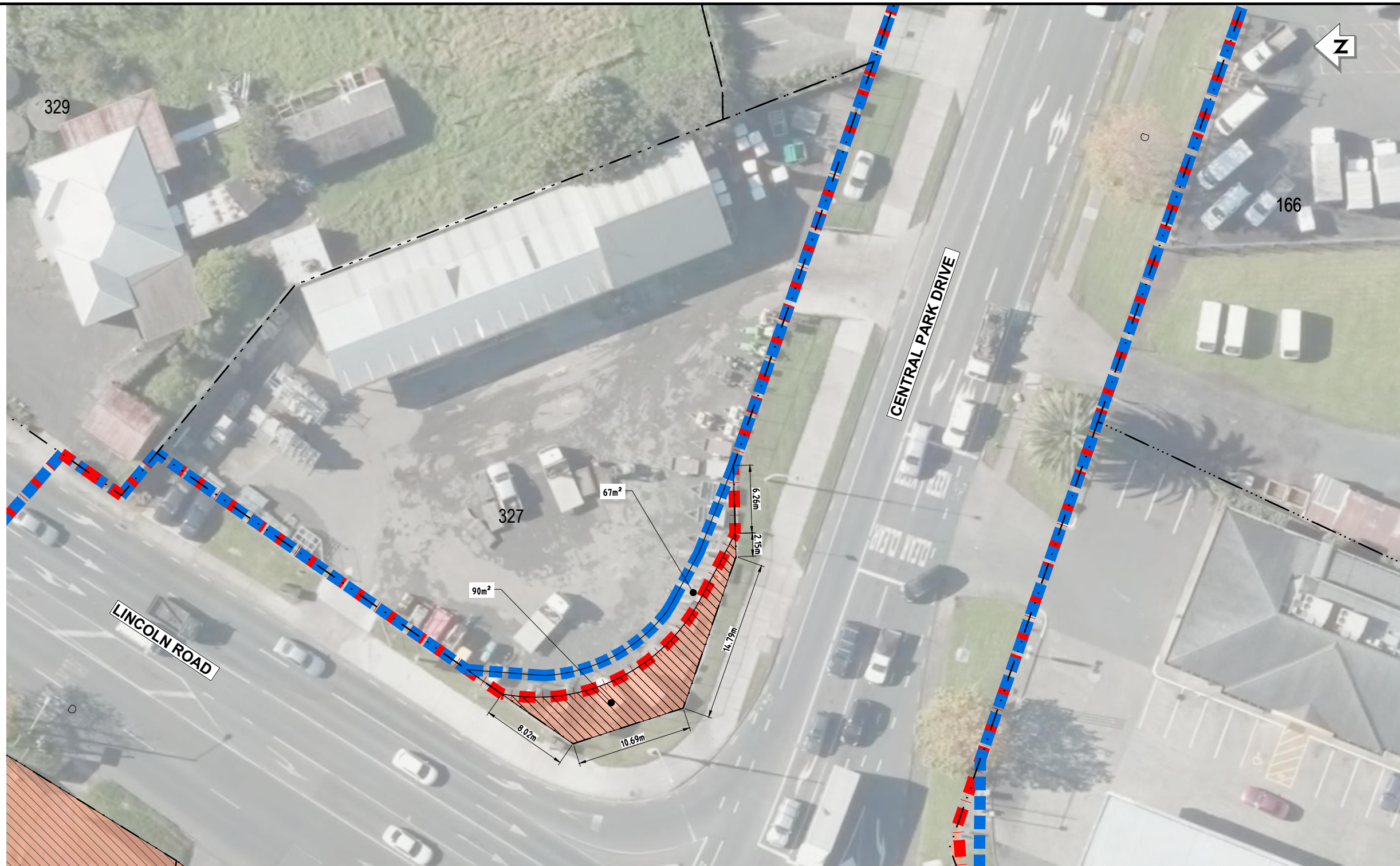
NOT FOR CONSTRUCTION

FOR CONSULTATION

Status Stamp	2016-05-27
Date Stamp	2016-05-27
Scales 1 : 200	Datum
Drawing No. 80507651-0301-C702	Rev. B

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

PLAN  
SCALE 1:200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
327 LINCOLN ROAD	LOT 1 DP 327974	113657	2108	90	67



APPROVAL SIGNATURE -

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	13.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
327 LINCOLN ROAD

NOT FOR CONSTRUCTION

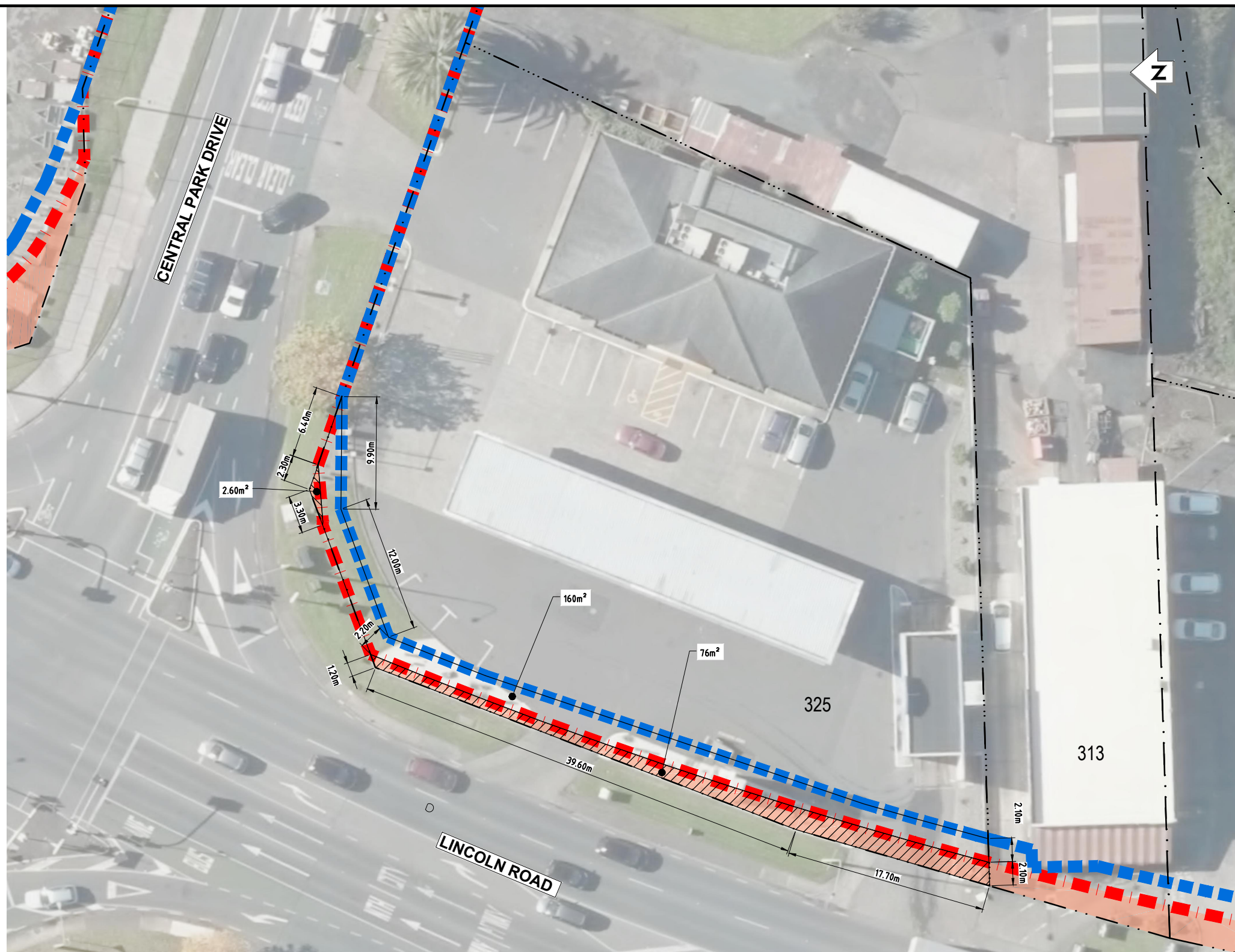
FOR CONSULTATION

Status Stamp	
Date Stamp	2016-05-17
Scales	1:200
Datum	
Drawing No.	80507651-0301-C703
Rev.	A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
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ORIGINAL SIZE A1



**LEGEND**

- ▬ TEMPORARY DESIGNATION FOR CONSTRUCTION
- ▬ PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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PLAN  
SCALE 1 : 200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
325 LINCOLN ROAD	LOT 1 DP 1294.03	NA75D/703	2983	76	160



APPROVAL SIGNATURE -

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrold Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	13.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
325 LINCOLN ROAD

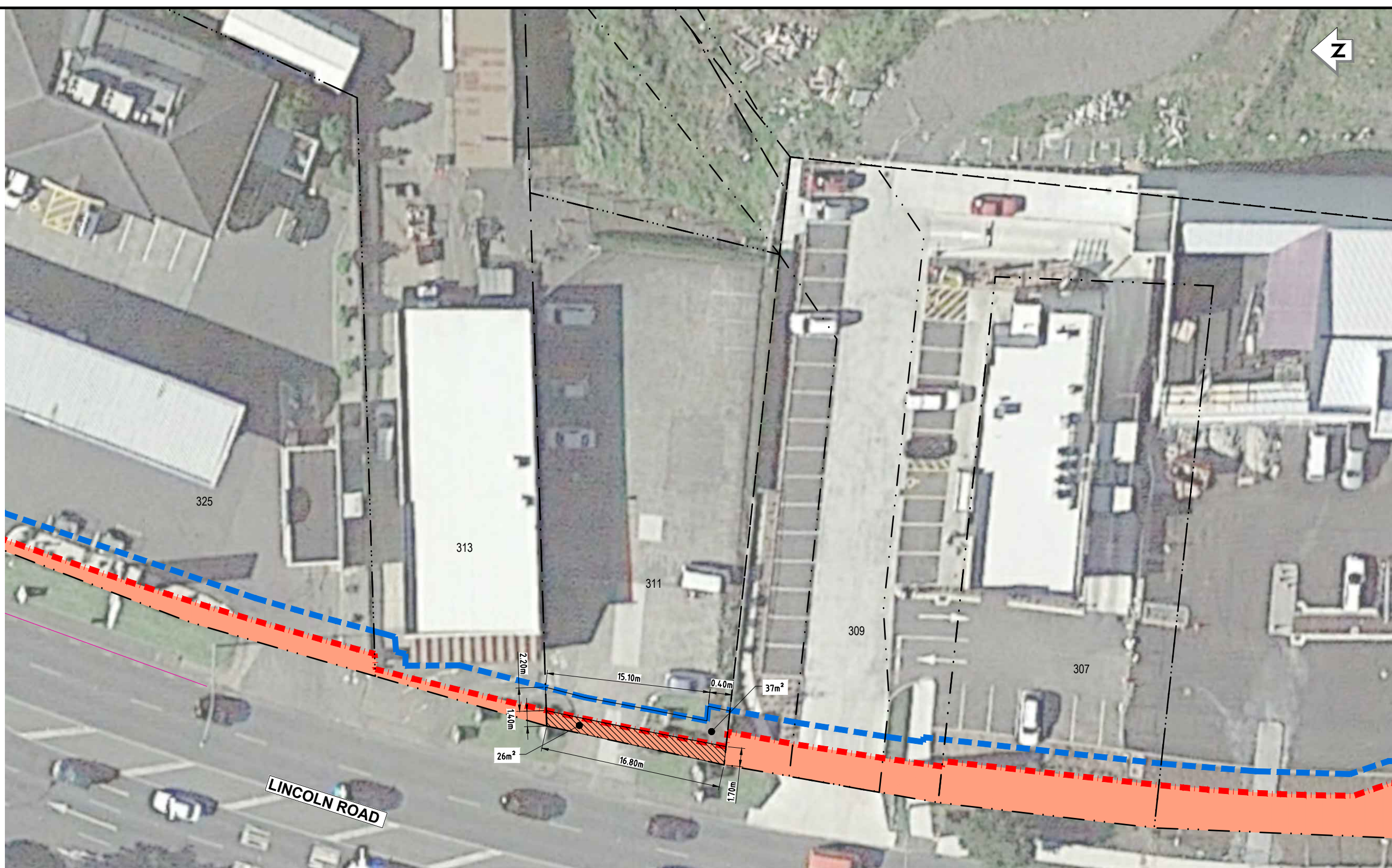
**NOT FOR CONSTRUCTION**

**FOR CONSULTATION**

Status Stamp		
Date Stamp	2016-05-17	
Scales	1 : 200	Datum
Drawing No.	80507651-0301-C704	Rev.
		A

ORIGINAL SIZE A1

Last modified: Nov 2 2017 By Elisha Morris



**LEGEND**

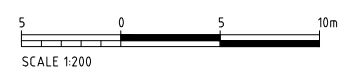
- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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PLAN  
SCALE 1 : 200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
311 LINCOLN ROAD	PART LOT 1 DP	NA57B/1256	959	26	37



APPROVAL SIGNATURE -

REV	DESCRIPTION	DRN	CHK	APP	DATE
B	MODIFIED AS A RESULT OF MEDIATION HEARING AMENDMENTS	HN	NO	NO	25.10.17
A	FOR VALUATION	PD	JP	AGS	13.05.16
		DRN	CHK	APP	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhere	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Nick Overdevest

MWH

AT

LINCOLN ROAD CORRIDOR UPGRADE

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**LAND REQUIREMENT PLAN**  
311 LINCOLN ROAD

**NOT FOR CONSTRUCTION**

**FOR CONSULTATION**

Status Stamp

Date Stamp

Scales 1 : 200      Datum

Drawing No. **80507651-0301-C706**      Rev. **B**



DO NOT SCALE - IF IN DOUBT, ASK

200mm

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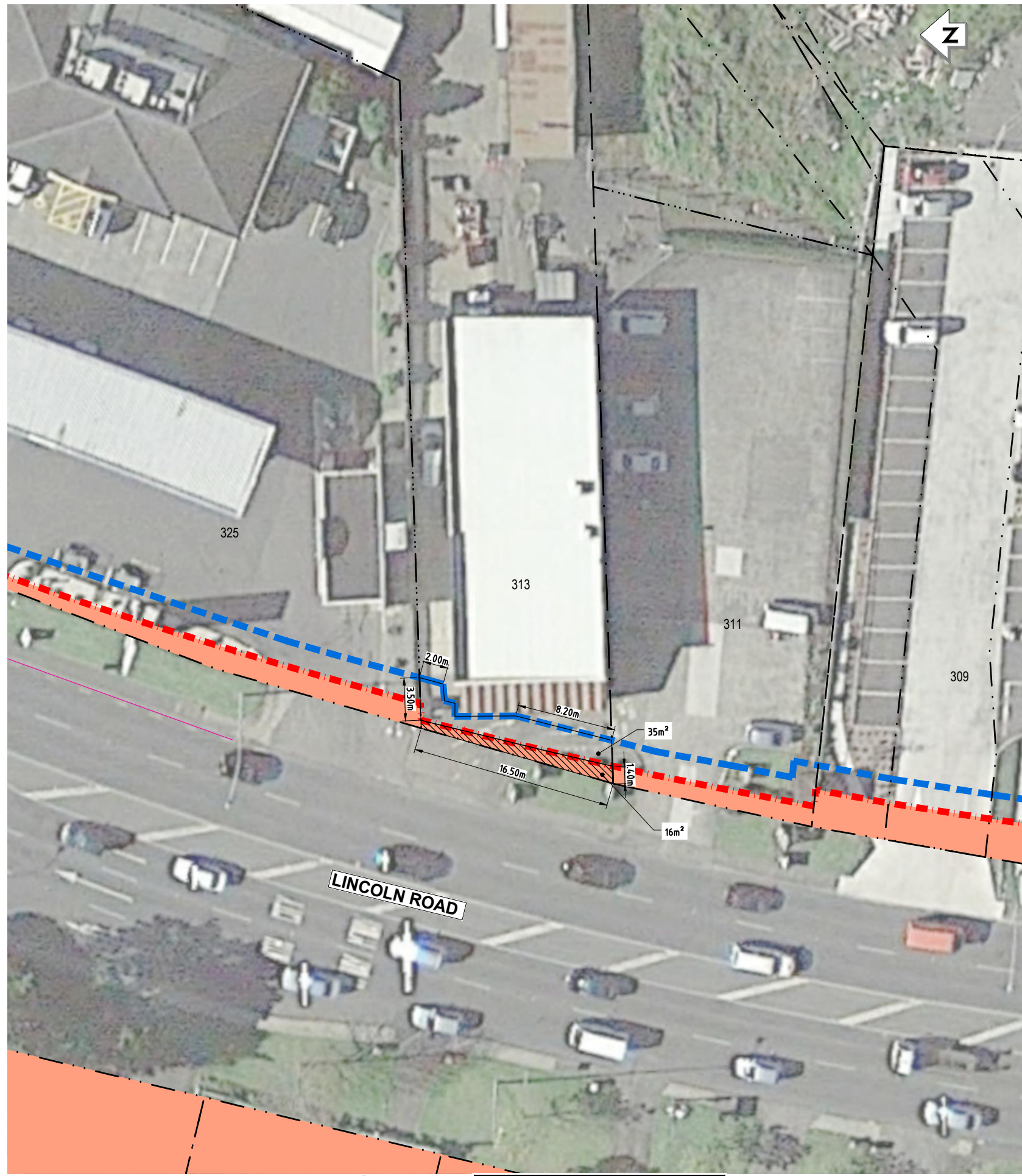
90

90

90

ORIGINAL SIZE A1

Last modified: Nov 2 2017 By Elisha Morris



**LEGEND**

- — — TEMPORARY DESIGNATION FOR CONSTRUCTION
- - - - - PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
313 LINCOLN ROAD	PART ALLOT 6PSH	113658	5704	16	35



**PLAN**  
SCALE 1 : 200

APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHK	APP
B	MODIFIED AS A RESULT OF MEDIATION HEARING AMENDMENTS	25.10.17	HN	NO	NO
A	FOR VALUATION	13.05.16	PD	JP	AGS
			DRN	CHK	APP

SURVEYED	Michael Yale	04.2016
DESIGNED	Prachi Dhere	04.2016
DRAWN	Gavin Smit	04.05.16
CAD REVIEW	Jarrod Pettigrew	13.05.16
DESIGN CHECK	Graeme Stanton	13.05.16
DESIGN REVIEW	Nick Overvest	31.10.17
APPROVED		
PROF REGISTRATION:		

Client:




LINCOLN ROAD CORRIDOR UPGRADE

**LAND REQUIREMENT PLAN**  
313 LINCOLN ROAD

Status Stamp

**FOR CONSULTATION**

Date Stamp

Scales 1 : 200 Datum

Drawing No. 80507651-0301-C705 Rev. B

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
307 LINCOLN ROAD	PART LOT 3 DP	NA897/91	1000	79	40
305-297-309 LINCOLN ROAD	LOT 1 DP 471769	641013	6492	367	231

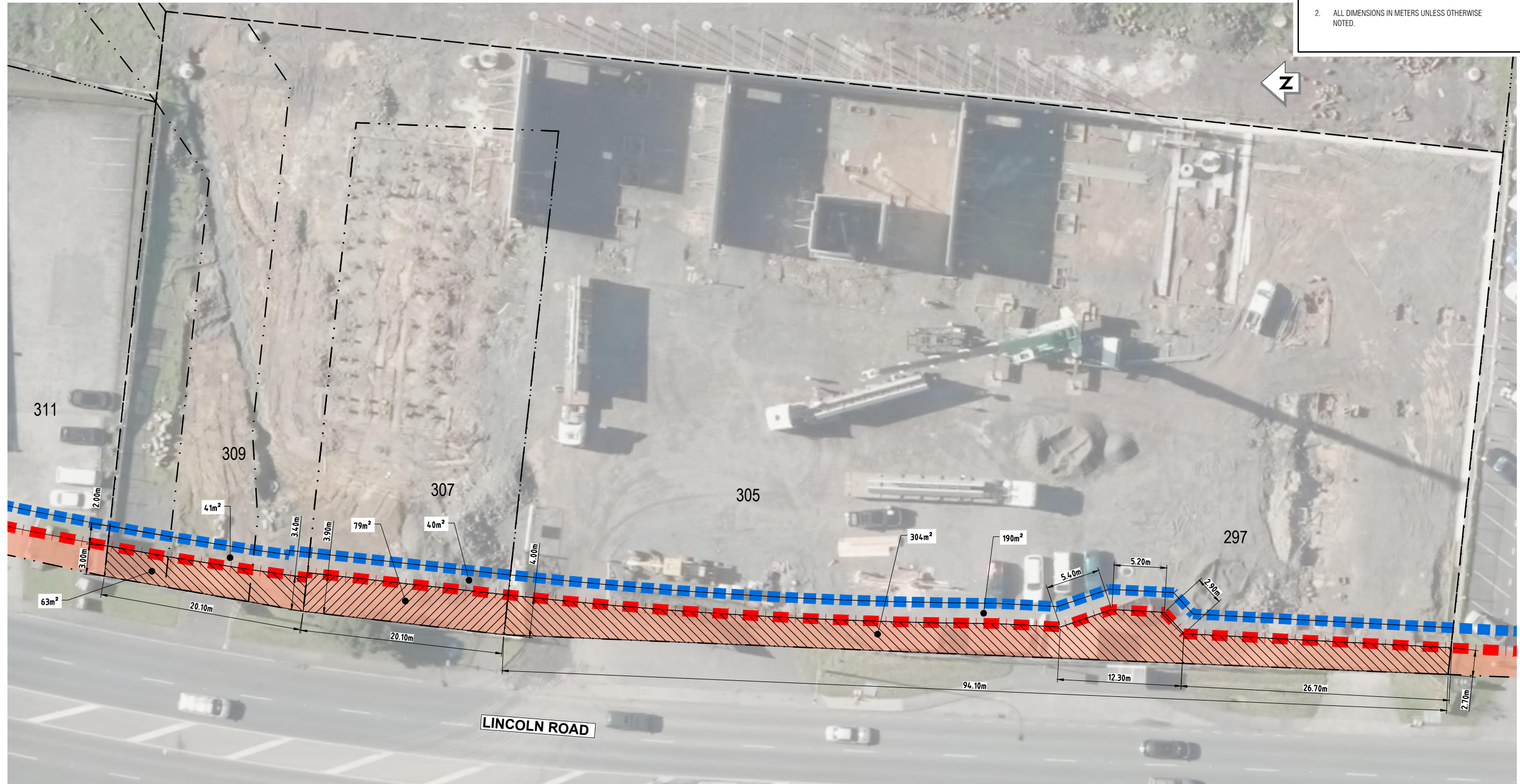
**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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ORIGINAL SIZE A1  
DO NOT SCALE - IF IN DOUBT, ASK



APPROVAL SIGNATURE - 15 April 2016

PLAN  
SCALE 1:200

NOT FOR CONSTRUCTION

REV	REVISIONS	DATE	DRN	CHK	APP
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	2016-05-27	GS	JP	AGS
A	FOR VALUATION	13.05.16	PD	JP	AGS

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton
	04.20.16	04.20.16	04.05.16	13.05.16	13.05.16	27.05.16

Client:

LINCOLN ROAD CORRIDOR UPGRADE  
**LAND REQUIREMENT PLAN**  
309,307 AND 305-297 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	2016-05-27
Scales	1:200
Datum	
Drawing No.	80507651-0301-C707
Rev	B

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



**LEGEND**

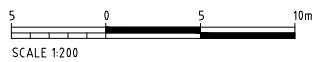
- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

**PLAN**  
SCALE 1:200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
293-295 LINCOLN ROAD	LOT 3 DP 118077	NA67D/829	3717	94	76
291 LINCOLN ROAD	DP 393817	---	394	3.5	3
287-289 LINCOLN ROAD	LOT 2 DP 118077	NA67D/828	11786	3.5	3



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHECKED	APP
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	2016-05-27	GS	JP	AGS
A	FOR VALUATION	13.05.16	PD	JP	AGS
	REVISIONS		DRN	CHK	APP

STAGE	NAME	DATE
SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	27.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
287-289, 293-295 LINCOLN ROAD

<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-27
Scales	1:200
Datum	
Drawing No.	80507651-0301-C708
Rev.	B



**LEGEND**

- Blue dashed line: TEMPORARY DESIGNATION FOR CONSTRUCTION
- Red dashed line: PERMANENT DESIGNATION
- Black dashed line: EXISTING BOUNDARY
- Hatched area: PROPOSED AREA OF LAND PURCHASE

- NOTES**
- CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
  - ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

ORIGINAL SIZE A1

200 mm DO NOT SCALE - IF IN DOUBT, ASK

**PLAN**  
SCALE 1 : 200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
283/285 LINCOLN ROAD	Lot 1 DP 309356	36567	2323	74	70
281 LINCOLN ROAD	Lot 1 DP 150663	NA89D/655	3028	59	132



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	REVISIONS	GS	JP	AGS	DATE
B	FOR CONSULTATION - AT COMMENTS ADDRESSED				2016-05-27
A	FOR VALUATION				13.05.16

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED	PROF REGISTRATION
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton	

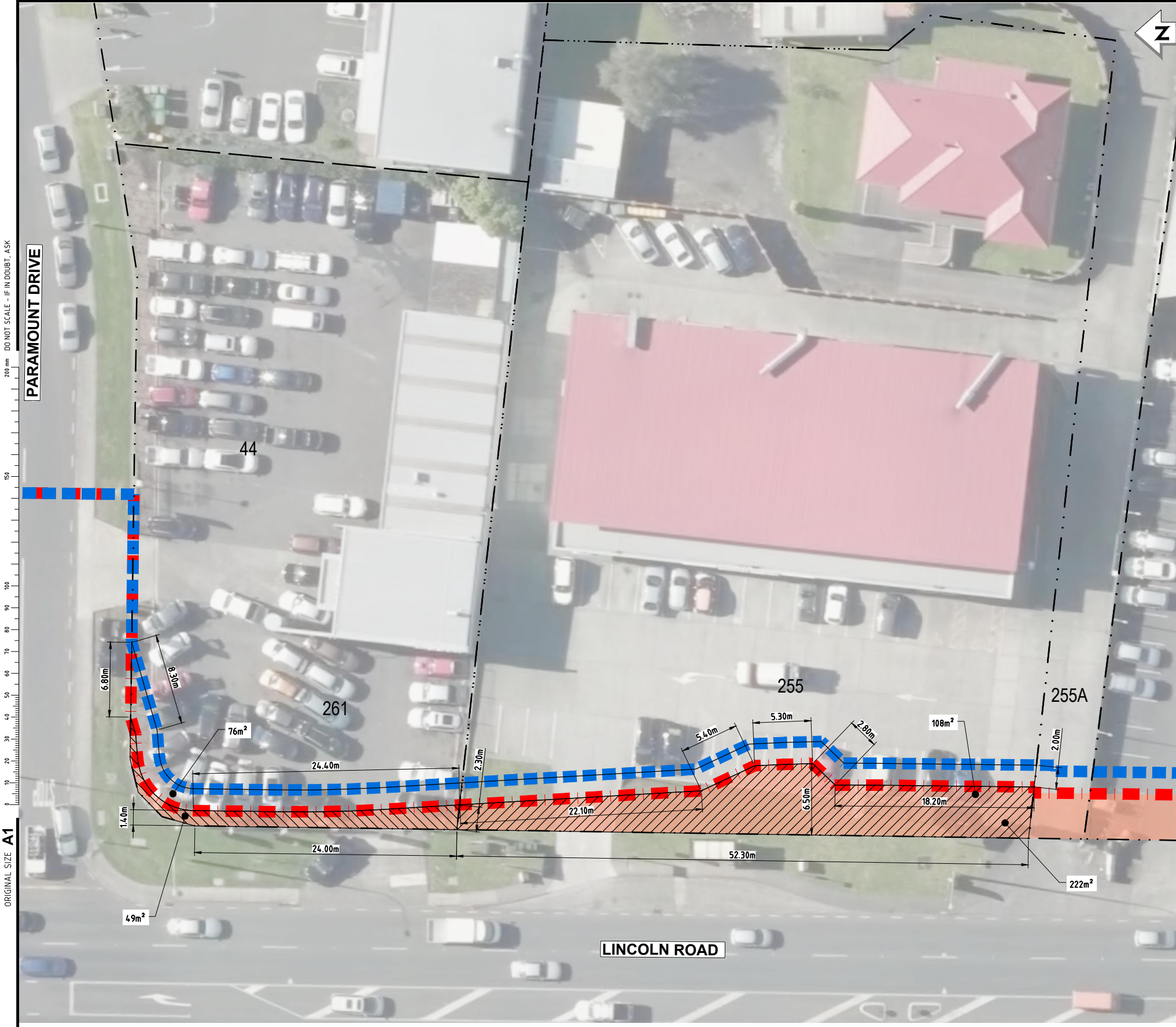


LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
283-285 AND 281 LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-27
Scales	1 : 200
Datum	
Drawing No.	80507651-0301-C709
Rev.	B

ORIGINAL SIZE A1 200mm DO NOT SCALE - IF IN DOUBT, ASK



**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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**PLAN**  
SCALE 1 : 200



APPROVAL SIGNATURE -

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
261 LINCOLN ROAD	Lot 1 DP 323026	92304	2000	49	76
255 LINCOLN ROAD	Lot 16 DP 176430	NA108C/402	3805	222	108

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHECKED	APPROVED
B	FOR CONSULTATION - AT COMMENTS ADDRESSED				
A	FOR VALUATION				
REV	REVISIONS				

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhere	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	27.05.16

Client:




LINCOLN ROAD CORRIDOR UPGRADE

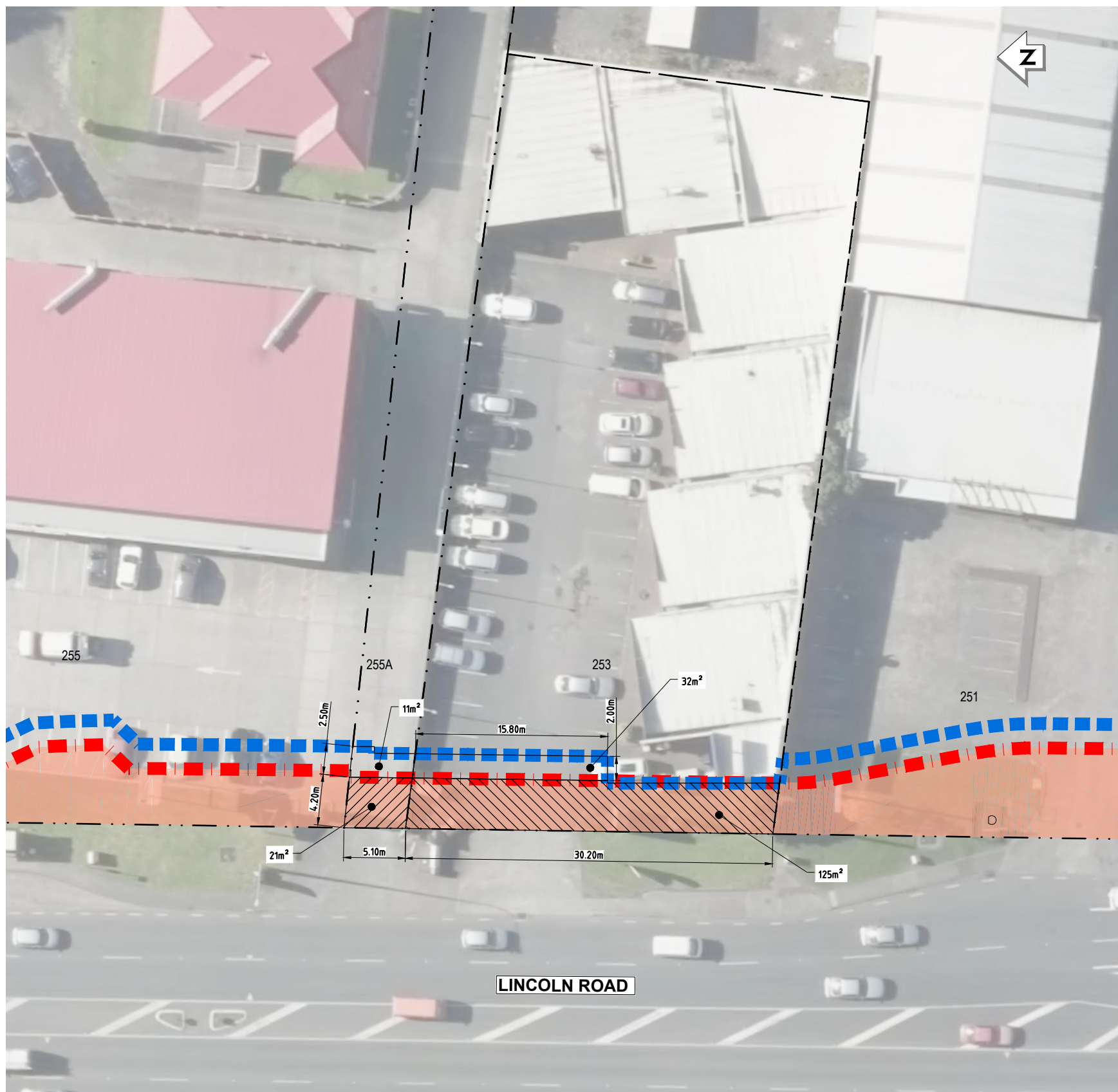
**LAND REQUIREMENT PLAN**  
261 and 255 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>	
Date Stamp	<b>2016-05-27</b>	
Scales	1 : 200	Datum
Drawing No.	80507651-0301-C710	Rev.
		<b>B</b>

DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
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ORIGINAL SIZE A1



PLAN  
SCALE 1:200

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

- CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
- ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
255A LINCOLN ROAD	Lot 14 DP 1764/30	NA108C/400	42310	21	11
253 LINCOLN ROAD	Lot 1 DP 2015/10	NA129D/63	1873	125	32



APPROVAL SIGNATURE -

REV	REVISIONS	DATE	BY	CHECKED	APP
C	FOR CONSULTATION - AT COMMENTS ADDRESSED	15.06.16	DW	JP	AGS
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	2016-05-27	GS	JP	AGS
A	FOR VALUATION	13.05.16	PD	JP	AGS
			DRN	CHK	APP

DATE	BY	DESCRIPTION
04.20.16	Michael Yale	SURVEYED
04.20.16	Prachi Dhare	DESIGNED
04.05.16	Gavin Smit	DRAWN
13.05.16	Jarrod Pettigrew	CAD REVIEW
13.05.16	Graeme Stanton	DESIGN CHECK
15.06.16	Graeme Stanton	DESIGN REVIEW
15.06.16	Graeme Stanton	APPROVED

Client:

LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
253 AND 255A LINCOLN ROAD

**NOT FOR CONSTRUCTION**

**FOR CONSULTATION**

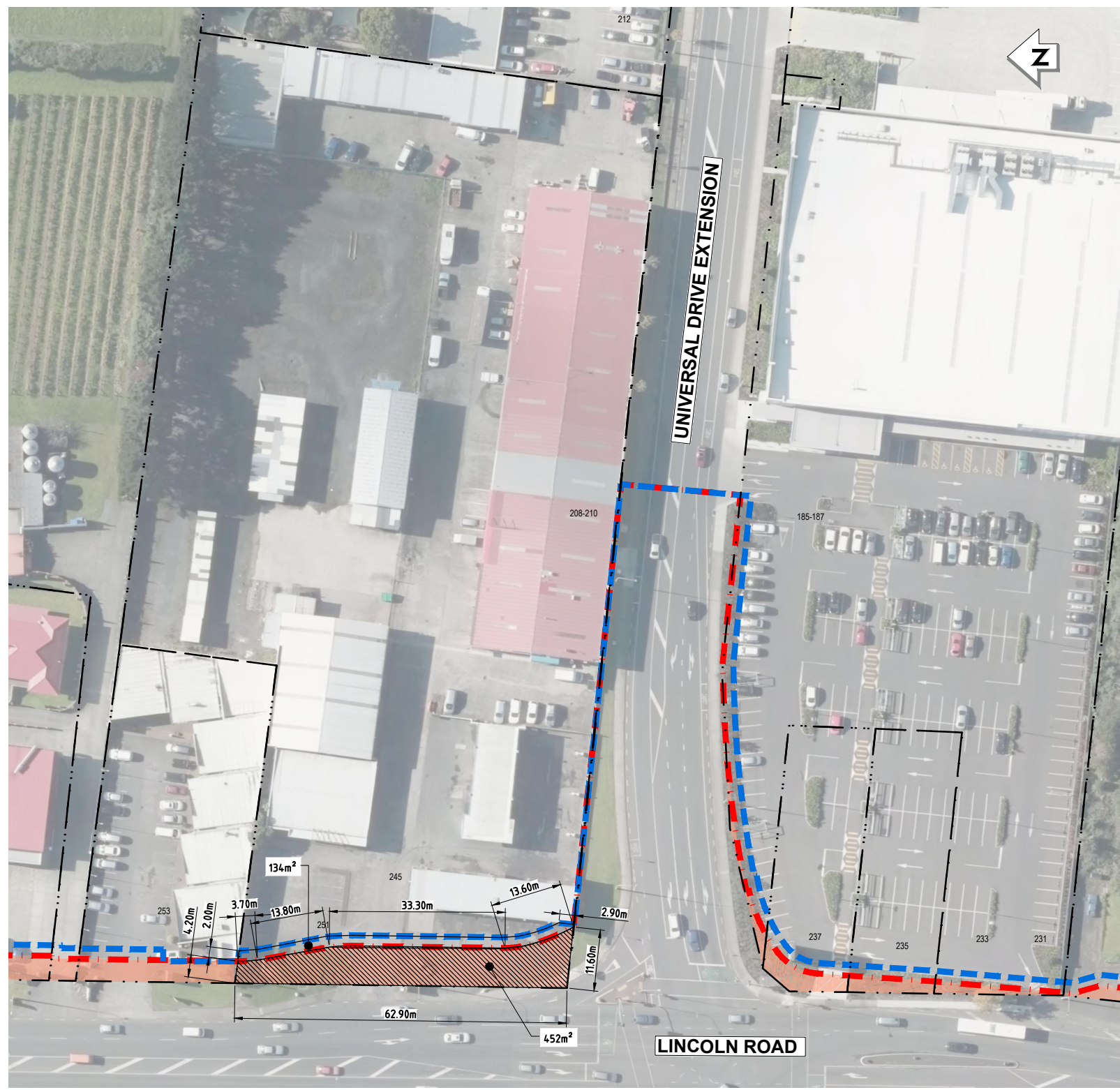
Status Stamp  
**15.06.16**

Date Stamp  
**15.06.16**

Scale: 1:200 Datum

Drawing No. **80507651-0301-C711** Rev. **C**

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:500

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
251/245 LINCOLN ROAD	LOT 1 DP 106359	NA62C/1104	14,006	452	134



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD DRN	JP CHK	AGS APP	13.05.16 DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
251 /245 LINCOLN ROAD

**NOT FOR CONSTRUCTION**

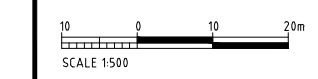
**FOR CONSULTATION**

Status Stamp  
**2016-05-17**

Scales 1:500 Datum

Drawing No. **80507651-0301-C712** Rev. **A**

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:500

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
185-187 UNIVERSAL DRIVE	Lot 1 DP 429717	516043	11780	31	166
231-233 LINCOLN ROAD				35	49
237 LINCOLN ROAD	SECTION 12 SO 389800	514050	813	68	38
235 LINCOLN ROAD	LOT 2 DP 42247	NA96D/963	819	45	33

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD DRN	JP CHK	AGS APP	13.05.16 DATE

APPROVAL SIGNATURE -

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
185-187 UNIVERSAL DRIVE AND 237,235, 233-231 LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-17
Scale: 1:500	Datum
Drawing No.	80507651-0301-C713
Rev.	A



DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
150  
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ORIGINAL SIZE A1



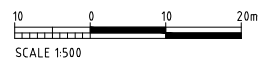
PLAN  
SCALE 1 : 500

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
225-229 LINCOLN ROAD	Lot 1 DP 16894.9	34 6970 NA103A/1147	12619	43	172
223 LINCOLN ROAD	LOT 1 DP 1184.06	NA68A/571	918	--	34

APPROVAL SIGNATURE -

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	13.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
225-229 AND 223 LINCOLN ROAD

**NOT FOR CONSTRUCTION**

**FOR CONSULTATION**

Date Stamp: **2016-05-17**

Scale: 1:500 Datum

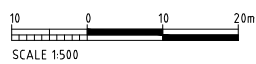
Drawing No: **80507651-0301-C714** Rev: **A**

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
150  
100  
90  
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PLAN  
SCALE 1:500



APPROVAL SIGNATURE -

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
211-221 LINCOLN ROAD	Lot 1 DP 311256	44421	75510	485	238

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
DRN	CHK	APP	DATE			

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.20.16	04.20.16	04.05.16	13.05.16	13.05.16	13.05.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
211-221 LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	
<b>2016-05-17</b>	
Scale: 1:500	Datum
Drawing No.	
<b>80507651-0301-C715</b>	
Rev	<b>A</b>

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



**LEGEND**

- ▬▬▬ TEMPORARY DESIGNATION FOR CONSTRUCTION
- ▬▬▬ PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

PLAN  
SCALE 1:200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
207-209 LINCOLN ROAD	LOT 1 DP 146207	NA86C/858	5969	2	101



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD DRN	JP CHK	AGS APP	13.05.16 DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16

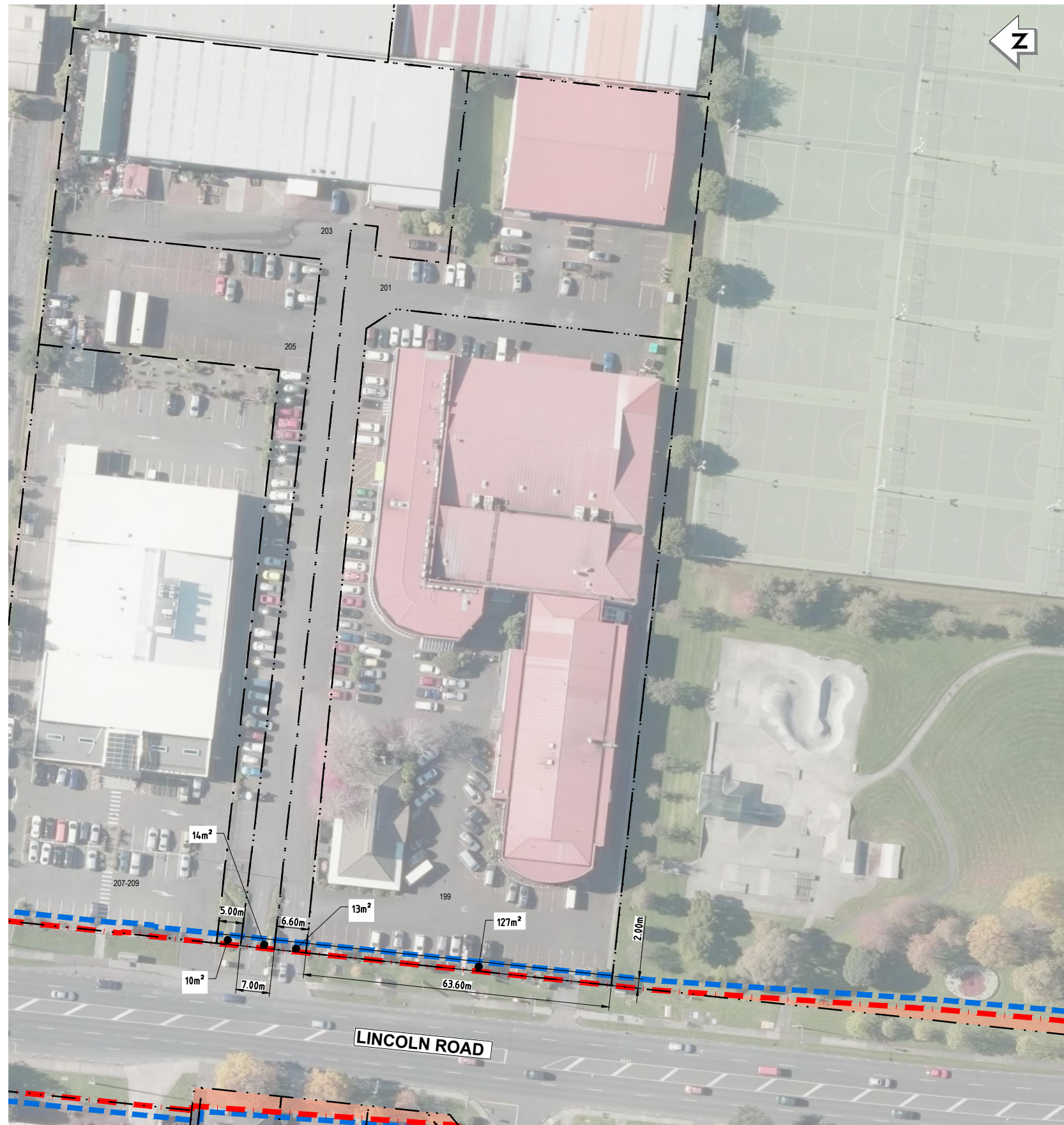


LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
207-209 LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	<b>2016-05-17</b>
Scales 1:200	Datum
Drawing No.	<b>80507651-0301-C716</b>
Rev.	<b>A</b>

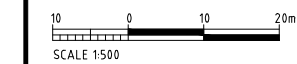
ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

ORIGINAL SIZE A1



PLAN  
SCALE 1:500

APPROVAL SIGNATURE -

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
205 LINCOLN ROAD	LOT 5 DP 146207	NA86C/956	1986	---	10
203 LINCOLN ROAD	LOT 4 DP 146207	NA86C/861	4,282	---	14
199 LINCOLN ROAD	LOT 2 DP 146207	NA86 C/956	8,653	---	127
201 LINCOLN ROAD	LOT 3 DP 146207	NA86C/860	3,598	---	13

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHK	APP
B	FOR CONSULTATION - AT COMMENTS ADDRESSED				
A	FOR VALUATION				

STATUS	NAME	DATE
SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	27.05.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
205,203, 199 AND 201 LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	<b>2016-05-27</b>
Scale: 1:500	Datum
Drawing No.	80507651-0301-C717
Rev.	<b>B</b>

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

PLAN  
SCALE 1: 500

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
31-35 TE PAI PLACE	PART LOT 1 DP	NA4.0D/881	37687	434	378



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
DRN	CHK	APP	DATE			

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
31-35 TE PAI PLACE

Status Stamp	<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-17	
Scales	1: 500	Datum
Drawing No.	80507651-0301-C718	Rev. A

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
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PLAN  
SCALE 1:500

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
159 LINCOLN ROAD	PART LOT 35 DP	NA49B/545	16590	115	24.7
159 LINCOLN ROAD	SECTION 1 SO 684/10	NA49B/545	114	53	41

APPROVAL SIGNATURE -

NOT FOR CONSTRUCTION

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	13.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
159 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-17	
Scales	1:500	Datum
Drawing No.	80507651-0301-C719	Rev. A

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:200

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
5 POMARIA ROAD	LOT 8 DP 45640	NA62A/749 NA89C/265	809	---	26
3 POMARIA ROAD	LOT 9 DP 45640	NA58B/216	819	---	33
158 LINCOLN ROAD	LOT 10 DP 45640	NA58B/216	1624	25	153



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
REV			DRN	CHK	APP	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16



Client:  
LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
3 AND 5 POMARIA ROAD AND 158 LINCOLN ROAD

**NOT FOR CONSTRUCTION**

**FOR CONSULTATION**

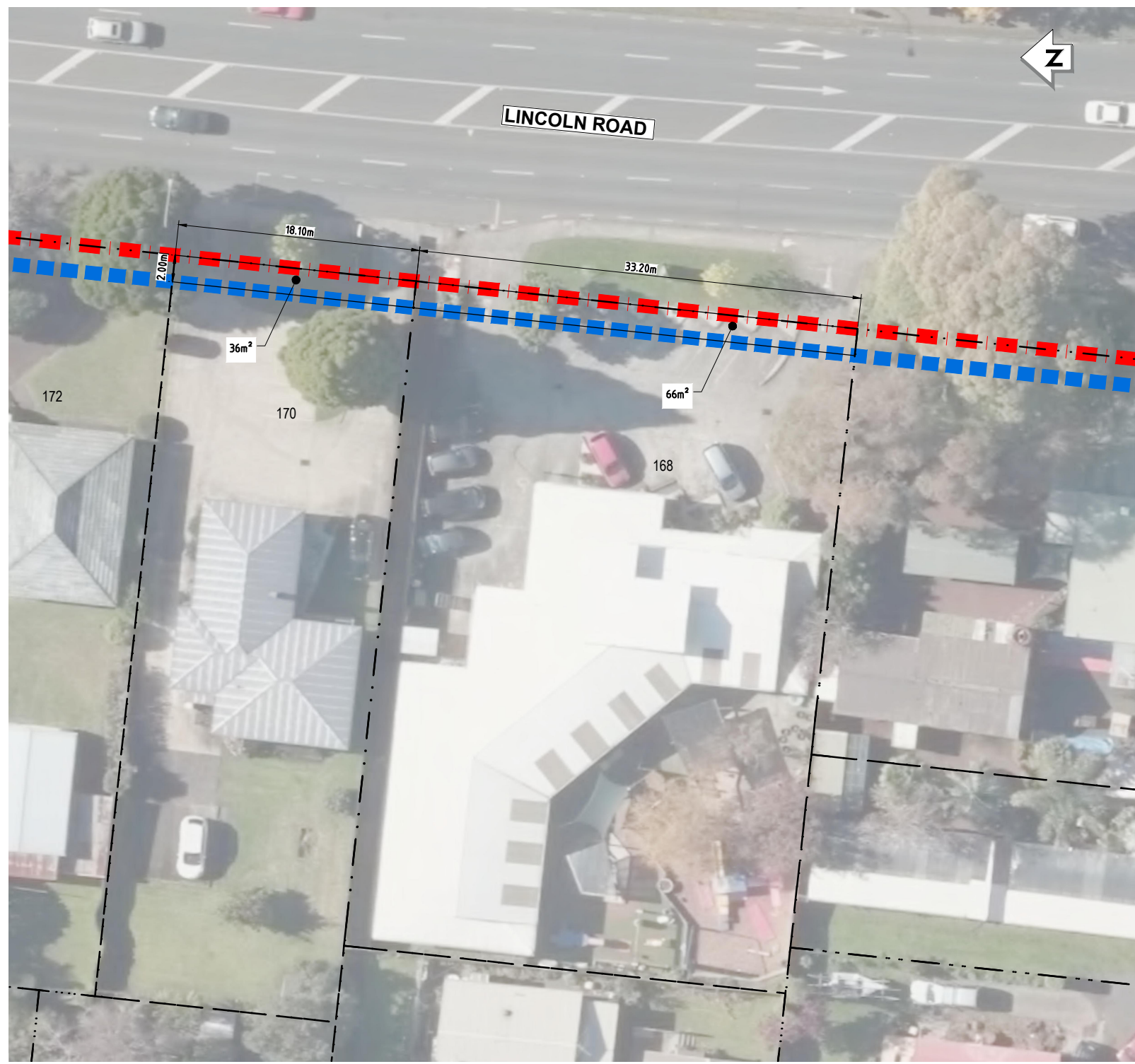
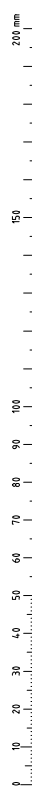
Status Stamp  
**2016-05-17**

Scales 1:200 Datum

Drawing No. **80507651-0301-C720** Rev. **A**

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:200

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
168 LINCOLN ROAD	LOT 1 DP 129270	NA75D/485	1662	---	66
170 LINCOLN ROAD	LOT 8 DP 41651	NA1120/209	1012	---	36



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	REVISIONS	DRN	CHK	APP	DATE
C	FOR CONSULTATION - AT COMMENTS ADDRESSED	DW	JP	AGS	15.06.16
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	GS	JP	AGS	2016-05-27
A	FOR VALUATION	PD	JP	AGS	13.05.16

PROF REGISTRATION:	DESIGNED	DATE
	Michael Yale	04.2016
	Prachi Dhare	04.2016
	Gavin Smit	04.05.16
	Jarrod Pettigrew	13.05.16
	Graeme Stanton	13.05.16
	Graeme Stanton	15.06.16



LINCOLN ROAD CORRIDOR UPGRADE

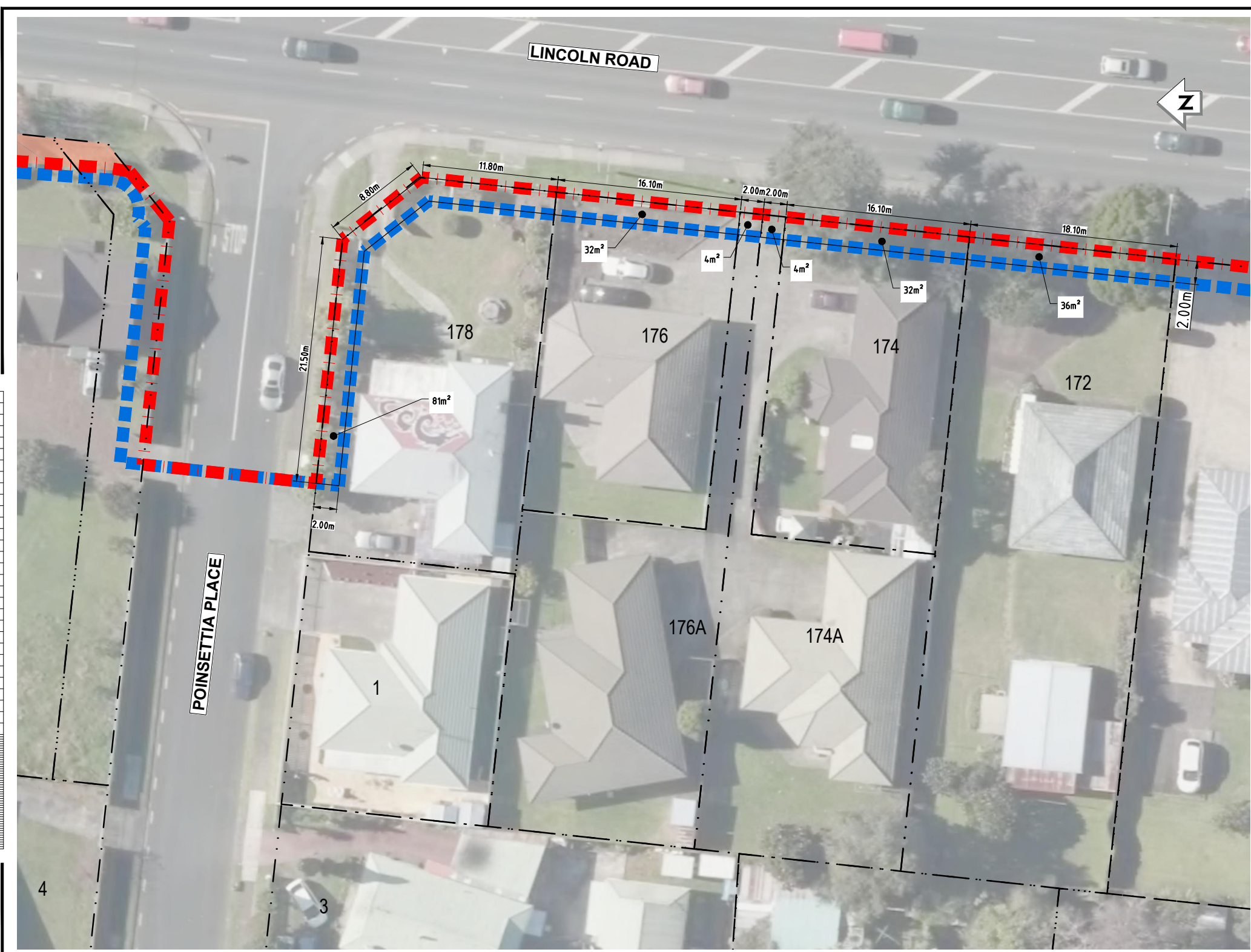
LAND REQUIREMENT PLAN  
168 AND 170 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>15.06.16</b>
Scales	1:200
Datum	
Drawing No.	80507651-0301-C721
Rev.	C



ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1 : 200

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
172 LINCOLN ROAD	LOT 7 DP 41651	NA1127/28	1012	---	36
174 LINCOLN ROAD	LOT 1 DP 178068	NA109D/285	450	---	32
174A LINCOLN ROAD	LOT 2 DP 178068	NA109D/286	561	---	4
176A LINCOLN ROAD	LOT 3 DP 178068	NA109D/287	561	---	4
176 LINCOLN ROAD	LOT 4 DP 178068	NA109D/288	450	---	32
178 LINCOLN ROAD	LOT 1 DP 178069	NA109D/289	591	---	81



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
REV	FOR VALUATION	REVISIONS	DRN	CHK	APP	DATE

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	13.05.16
PROF REGISTRATION:		



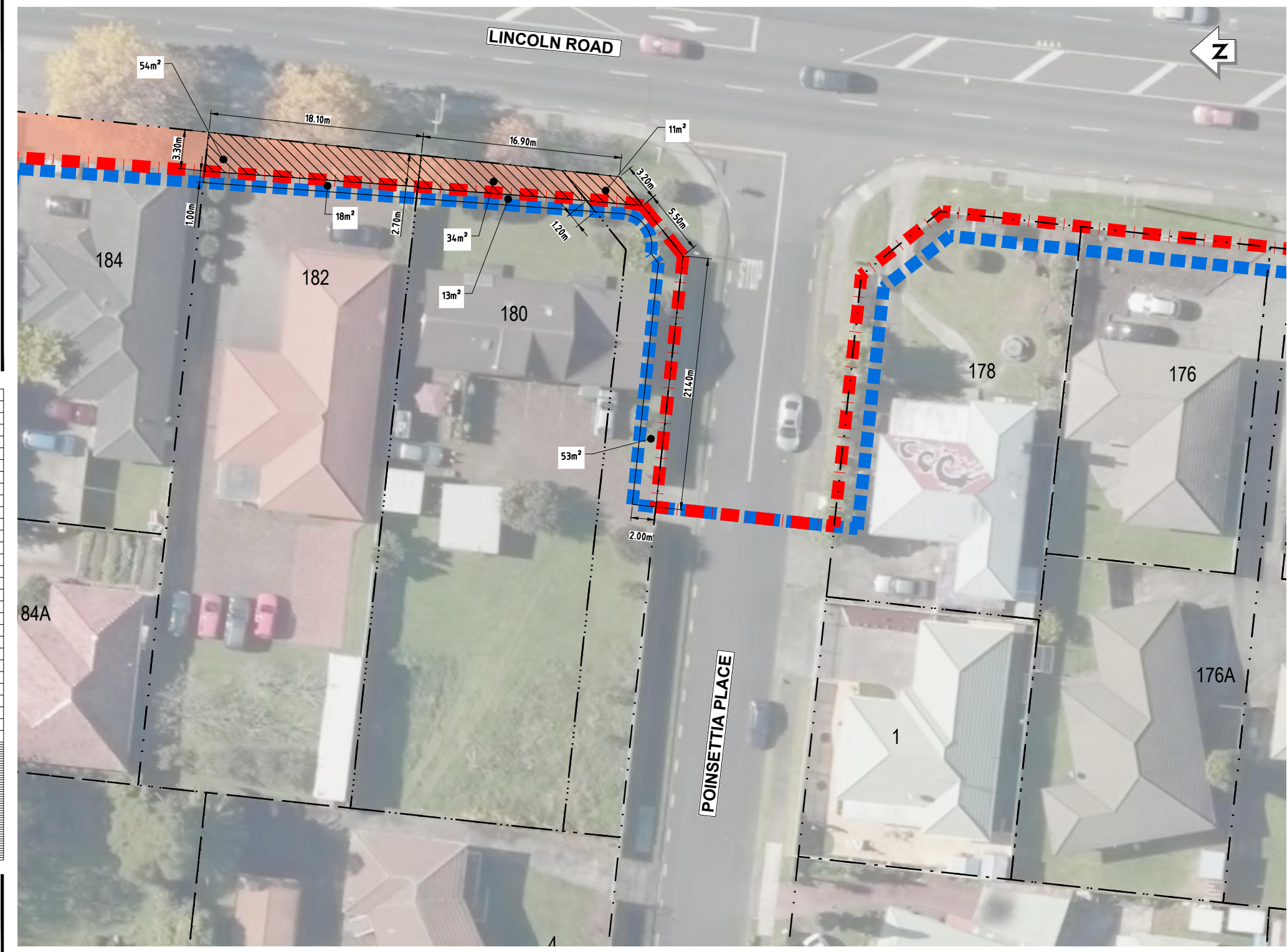
LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
172, 174, 174A, 176, 176A AND 178 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-17	
Scales	1 : 200	Datum
Drawing No.	80507651-0301-C722	Rev
		A

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
180 LINCOLN ROAD	LOT 3 DP 41651	NA43B/154	994	34	13
180 LINCOLN ROAD	ALLOT 592 PSH OF		270	11	53
182 LINCOLN ROAD	LOT 2 DP 41651	NA1801 /60	1012	54	18

PLAN  
SCALE 1 : 200



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD DRN	JP CHK	AGS APP	13.05.16 DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale 04.2016	Prachi Dhare 04.2016	Gavin Smit 04.05.16	Jarrod Pettigrew 13.05.16	Graeme Stanton 13.05.16	Graeme Stanton 13.05.16



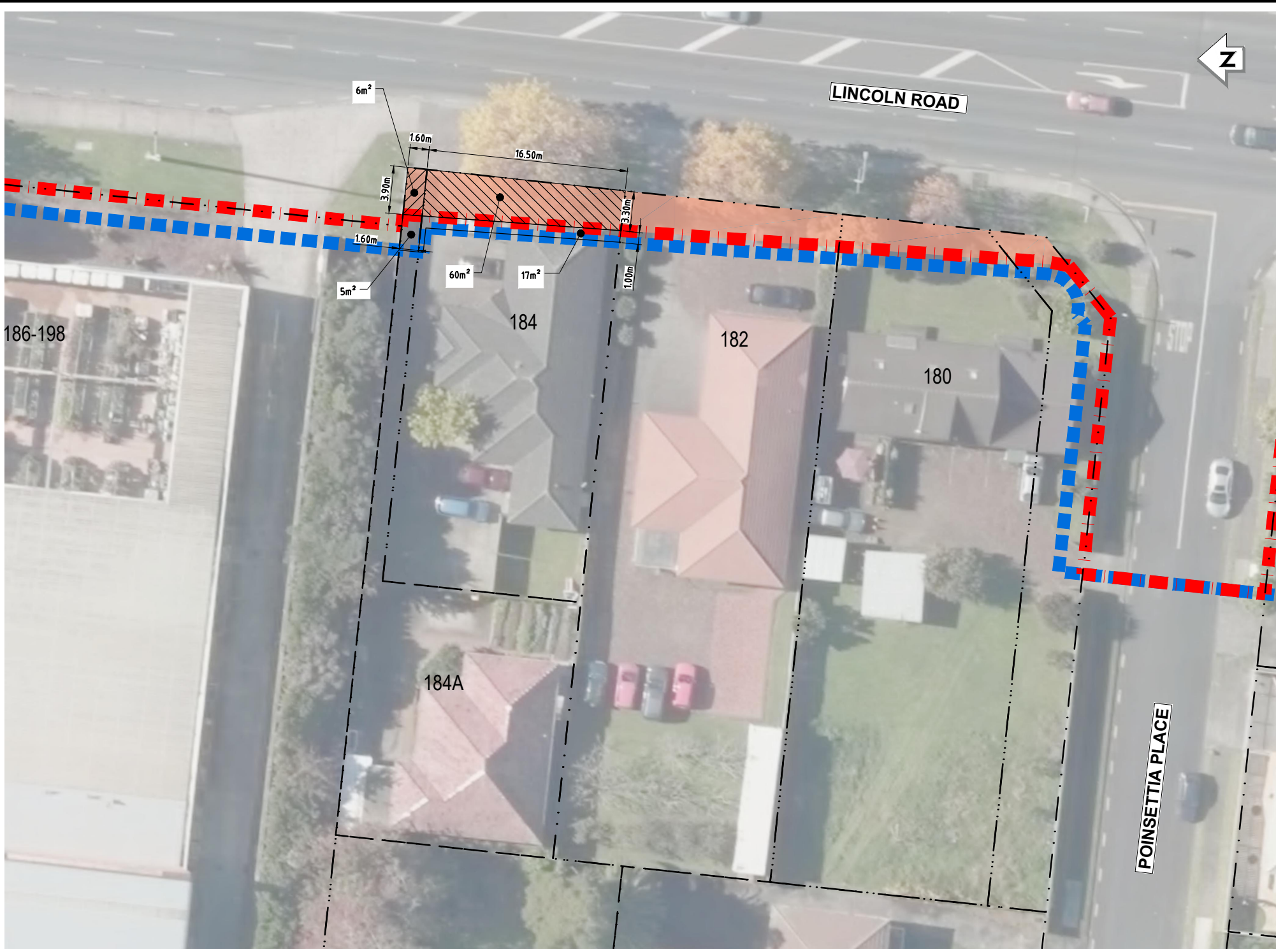
LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
180 AND 182 LINCOLN ROAD

**NOT FOR CONSTRUCTION**

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	
<b>2016-05-17</b>	
Scale 1 : 200	Datum
Drawing No.	Rev.
<b>80507651-0301-C723</b>	<b>A</b>

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1 : 200

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
184 LINCOLN ROAD	LOT 1 DP 175949	NA108B/4.06	569	60	17
184A LINCOLN ROAD	LOT 2 DP 175949	NA108B/4.07	443	6	5



APPROVAL SIGNATURE -

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	13.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
184 AND 184A LINCOLN ROAD

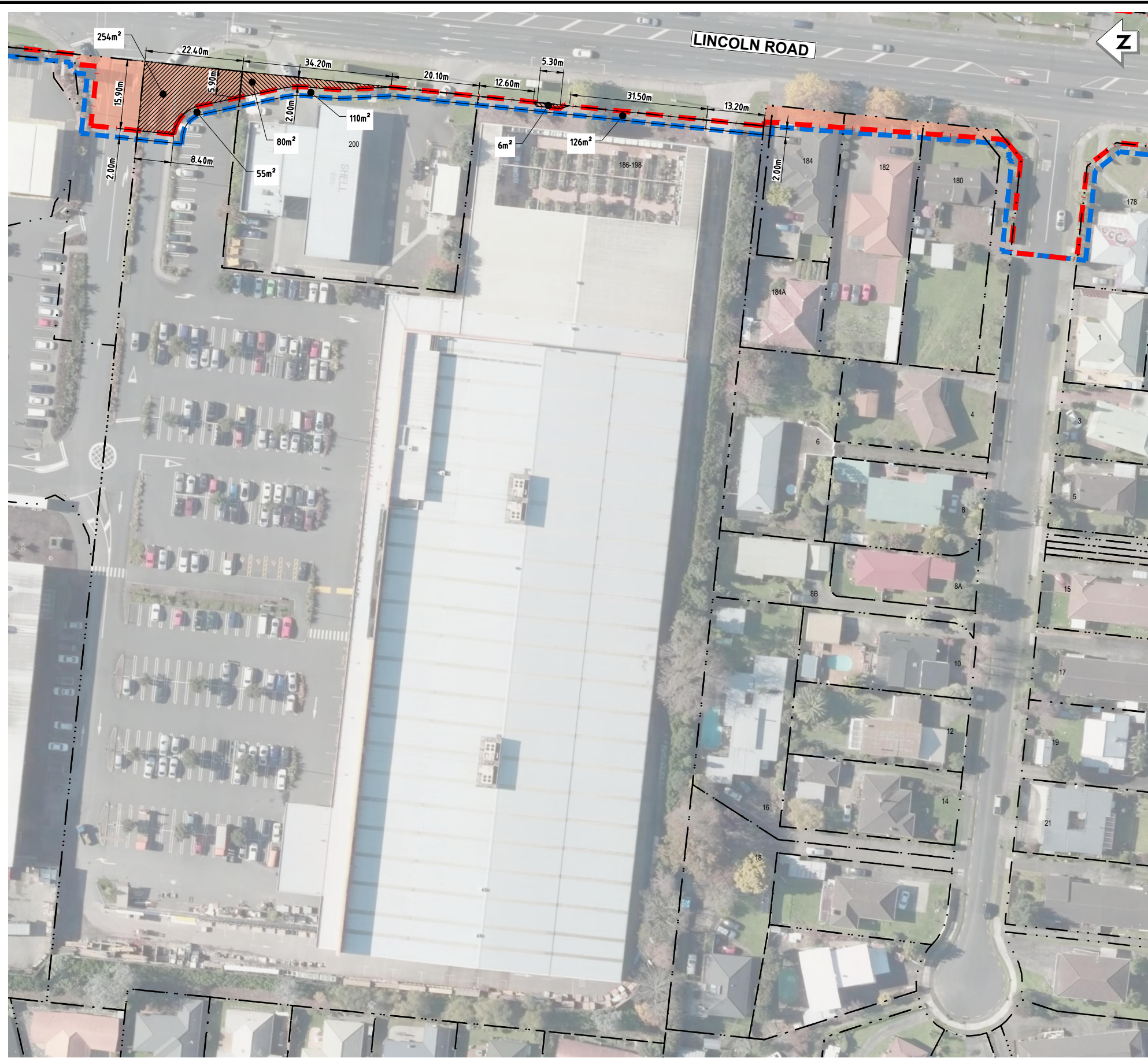
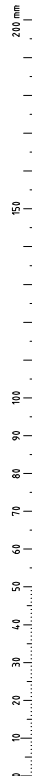
**NOT FOR CONSTRUCTION**

**FOR CONSULTATION**

Status Stamp	
Date Stamp	2016-05-17
Scales	1 : 200
Datum	
Drawing No.	80507651-0301-C724
Rev.	A

ORIGINAL SIZE A1

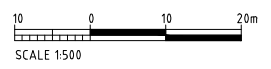
DO NOT SCALE - IF IN DOUBT, ASK



**LEGEND**

	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

- NOTES**
- CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
  - ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.



**PLAN**  
SCALE 1:500

APPROVAL SIGNATURE -

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
186-198 LINCOLN ROAD	LOT 2 DP 323370	93897	27677	260	181
200 LINCOLN ROAD	PART LOT 5 DP	NA82B/984	2435	80	110

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
REV			DRN	CHK	APP	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
Michael Yale	04.2016	Prachi Dhere	04.2016	Gavin Smit	04.05.16	Jarrod Pettigrew
		Graeme Stanton	13.05.16	Graeme Stanton	13.05.16	Graeme Stanton

Client:

LINCOLN ROAD CORRIDOR UPGRADE

**LAND REQUIREMENT PLAN**  
186-198 AND 200 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>2016-05-17</b>
Scales	1:500
Datum	
Drawing No.	80507651-0301-C725
Rev	<b>A</b>

ORIGINAL SIZE A1

200 mm DO NOT SCALE - IF IN DOUBT, ASK



LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
202-224 LINCOLN ROAD	LOT 1 DP 323370	---	31558	181	478



PLAN  
SCALE 1:500

APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	REVISIONS	DRN	CHK	APP	DATE
C	FOR CONSULTATION - AT COMMENTS ADDRESSED	DW	JP	AGS	15.06.16
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	GS	JP	AGS	2016-05-22
A	FOR VALUATION	PD	JP	AGS	13.05.16

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhere	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrold Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	15.06.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
202-224 LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>15.06.16</b>
Scales	1:500
Datum	
Drawing No.	80507651-0301-C726
Rev.	C

ORIGINAL SIZE **A1** 0 10 20 30 40 50 60 70 80 90 100 150 200 mm DO NOT SCALE - IF IN DOUBT, ASK



LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

- NOTES**
- CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
  - ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

PLAN  
SCALE 1:200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
192-198 UNIVERSAL ROAD	PART LOT 1 DP 496210	NA63D/893	844.4	---	218

**NOT FOR CONSTRUCTION**



APPROVAL SIGNATURE -

SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrold Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	27.05.16
PROF REGISTRATION:		



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
192-198 UNIVERSAL DRIVE

Status Stamp	<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-27	
Scales	1:200	Datum
Drawing No.	80507651-0301-C727	Rev. <b>B</b>

ORIGINAL SIZE A1



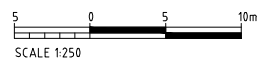
**LEGEND**

- ▬▬▬ TEMPORARY DESIGNATION FOR CONSTRUCTION
- ▬▬▬ PERMANENT DESIGNATION
- - - - - EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

- NOTES**
1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
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**PLAN**  
SCALE 1 : 250

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
226-250 LINCOLN ROAD	PART LOT 2 DP 496210	NA63D/894	8350	118	321



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
			DRN	CHK	APP	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16



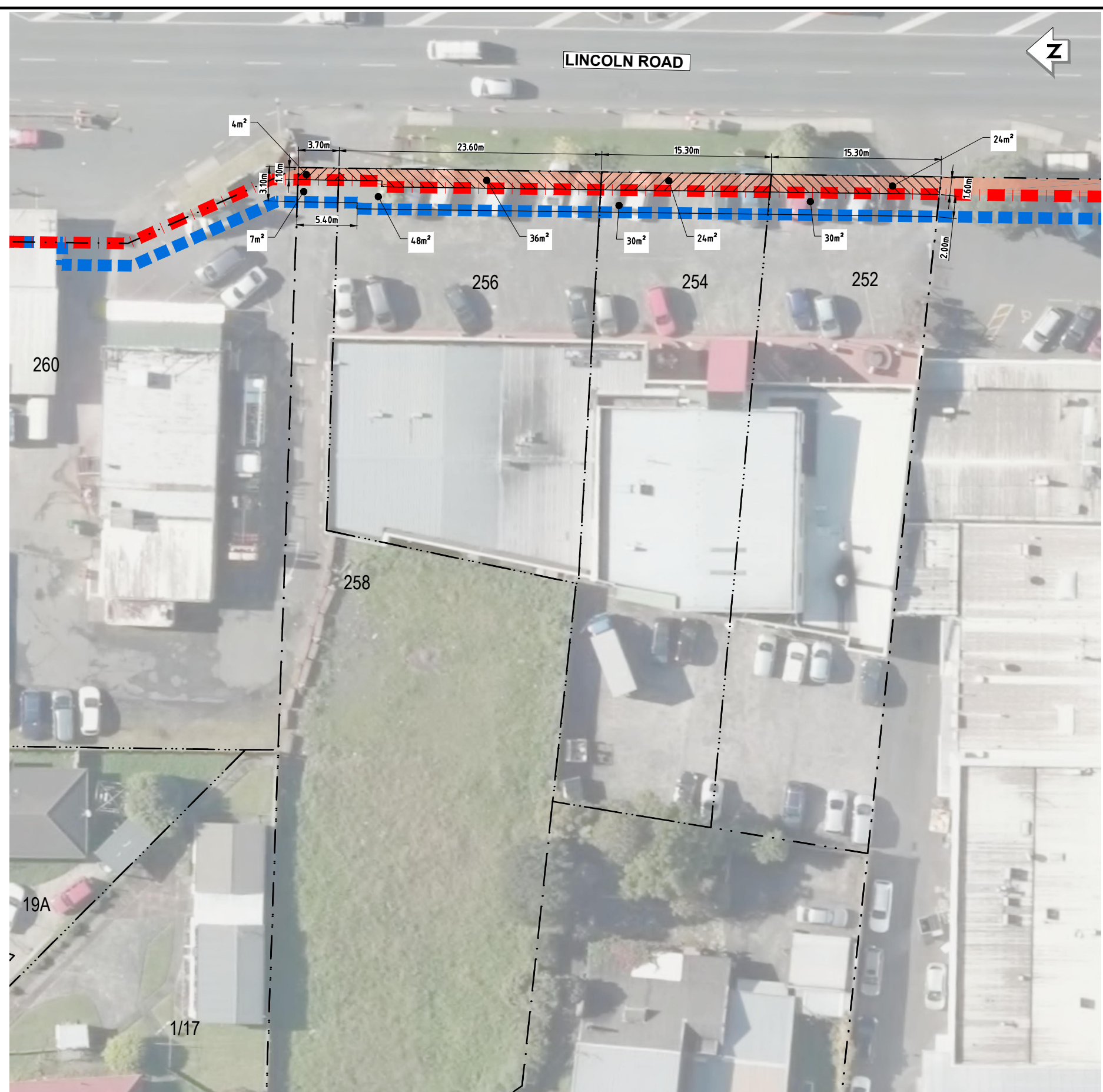
LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
226-250 LINCOLN ROAD

**NOT FOR CONSTRUCTION**

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>2016-05-17</b>
Scales	1 : 250
Datum	
Drawing No.	80507651-0301-C728
Rev.	A

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK

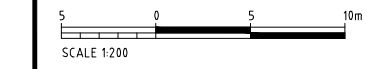


**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.



**PLAN**  
SCALE 1:200

APPROVAL SIGNATURE -

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
252 LINCOLN ROAD	LOT 6 DP 44872	NA73A/420	885	24	30
254 LINCOLN ROAD	LOT 5 DP 44872	NA73A/420	837	24	30
256 LINCOLN ROAD	LOT 4 DP 44872	NA73A/420	809	36	48
258 LINCOLN ROAD	LOT 3 DP 44453	NA1385/48	1487	4	7

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHECKED	APPROVED
A	FOR VALUATION				

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16

Client:

LINCOLN ROAD CORRIDOR UPGRADE

**LAND REQUIREMENT PLAN**  
252,254,256 AND 258 LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	<b>2016-05-17</b>
Scales 1:200	Datum
Drawing No.	Rev.
80507651-0301-C729	A



DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
150  
100  
90  
80  
70  
60  
50  
40  
30  
20  
10  
0

ORIGINAL SIZE A1



PLAN  
SCALE 1:200

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
260 LINCOLN ROAD	LOT 2 DP 72225	NA28C/114-3	2258	1	45



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16



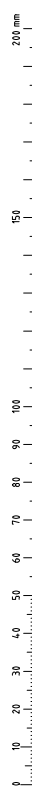
LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
260 LINCOLN ROAD

NOT FOR CONSTRUCTION	
Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>2016-05-17</b>
Scales	1:200
Datum	
Drawing No.	80507651-0301-C730
Rev.	A

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:200

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
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2.	ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
282 LINCOLN ROAD	LOT 1 DP 72225	NA107D/590	2027	3	95
284 LINCOLN ROAD	LOT 1 DP 36426	NA107D/589	1012	34	41



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
DRN	CHK	APP	DATE			

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED	PROF REGISTRATION
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton	
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16	



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
282 AND 284 LINCOLN ROAD

<b>NOT FOR CONSTRUCTION</b>	
<b>FOR CONSULTATION</b>	
Status Stamp	2016-05-17
Date Stamp	2016-05-17
Scales 1:200	Datum
Drawing No. 80507651-0301-C731	Rev. A

DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
150  
100  
90  
80  
70  
60  
50  
40  
30  
20  
10  
0

ORIGINAL SIZE A1



**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
286 LINCOLN ROAD	LOT 1 DP 43472	NA1309 /9	1169	31	52
288 LINCOLN ROAD	LOT 2 DP 43472	NA1309 /8	1062	20	46
290 LINCOLN ROAD	LOT 3 DP 43472	NA1D/224	809	9	39

**PLAN**  
SCALE 1:200



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	FOR VALUATION	REVISIONS	PD DRN	JP CHK	AGS APP	13.05.16 DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton
	04.2016	04.2016	04.05.16	13.05.16	13.05.16	13.05.16

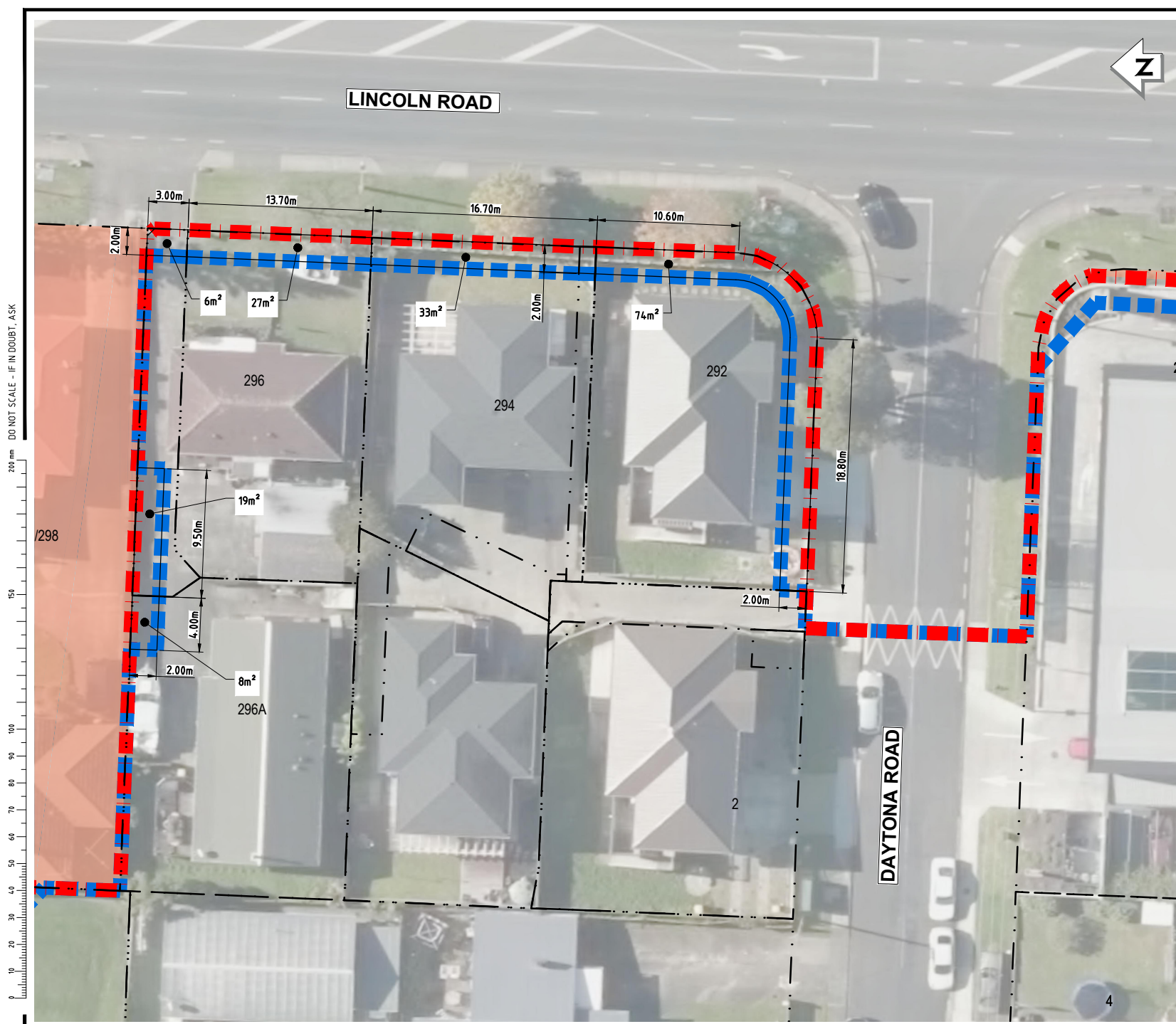
Client:

LINCOLN ROAD CORRIDOR UPGRADE

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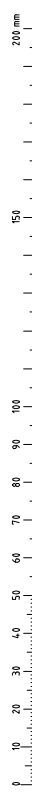
**LAND REQUIREMENT PLAN**  
286,288 AND 290 LINCOLN ROAD

<b>FOR CONSULTATION</b>	
Date Stamp <b>2016-05-17</b>	
Scale: 1:200	Datum
Drawing No. <b>80507651-0301-C732</b>	Rev. <b>A</b>



ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:200

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
292 LINCOLN ROAD	LOT 1 DP 464737	618446	407	---	74
294 LINCOLN ROAD	LOT 4 DP 464737	618449	413	---	33
296 LINCOLN ROAD	LOT 1 DP 180730	NA117C/283	350	---	27
296A LINCOLN ROAD	LOT 2 DP 18730	NA117C/284	386	---	4
296A LINCOLN ROAD	LOT 3 DP 18730	NA117C/283 NA117C/284	85	---	25



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	REVISIONS	DRN	CHK	APP	DATE
C	FOR CONSULTATION - AT COMMENTS ADDRESSED	DW	JP	AGS	15.06.16
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	GS	JP	AGS	2016-05-27
A	FOR VALUATION	PD	JP	AGS	13.05.16

PROF REGISTRATION:	DATE
SURVEYED	
DESIGNED	Michael Yale 04.2016
DRAWN	Prachi Dhare 04.2016
CAD REVIEW	Gavin Smit 27.05.16
DESIGN CHECK	Graeme Stanton 27.05.16
DESIGN REVIEW	Graeme Stanton 27.05.16
APPROVED	Graeme Stanton 15.06.16

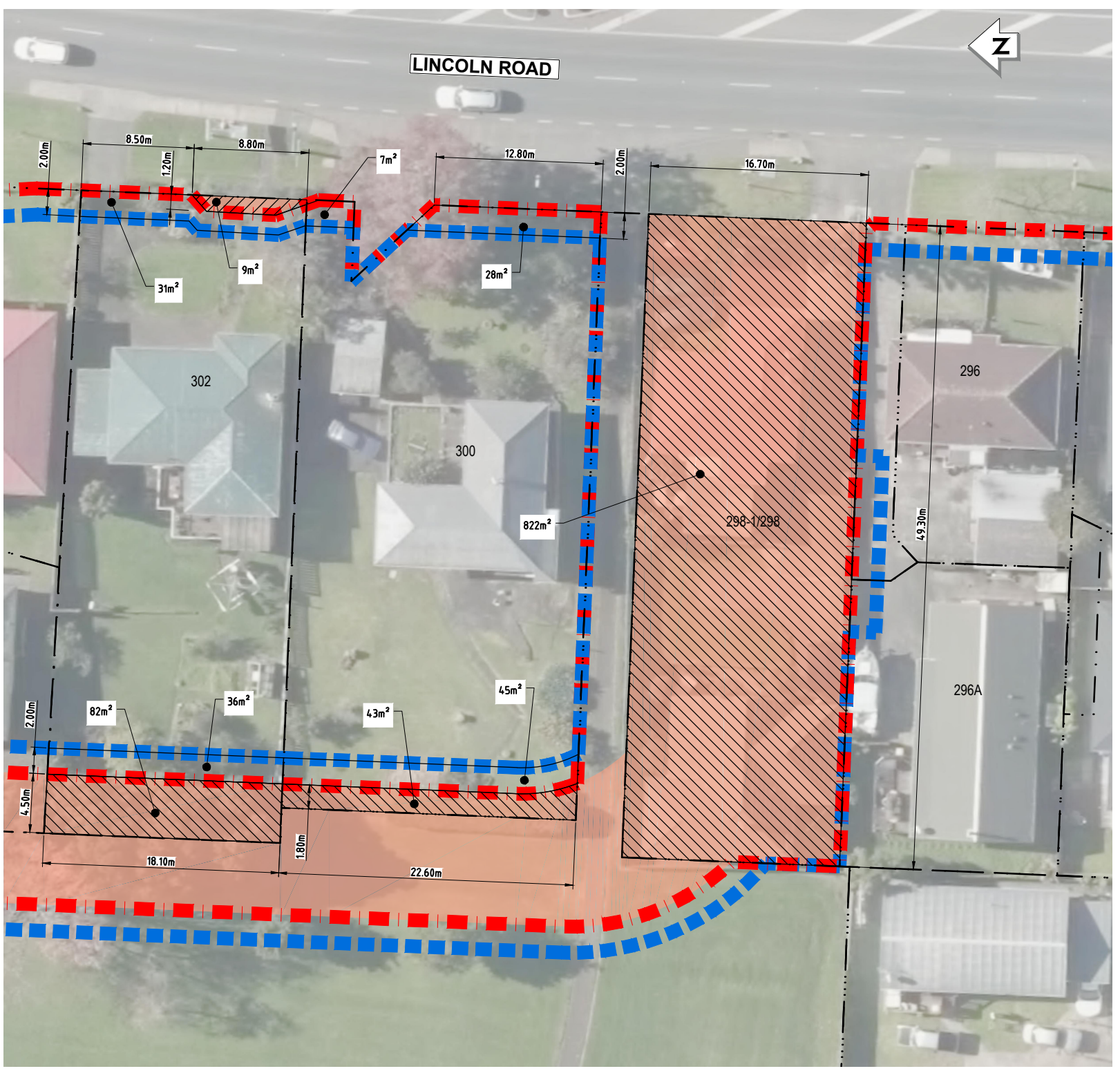


LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
292, 294, 296 AND 296A LINCOLN ROAD

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>15.06.16</b>
Scales	1:200
Datum	
Drawing No.	80507651-0301-C733
Rev.	C

ORIGINAL SIZE A1



PLAN  
SCALE 1:200

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
298-1/298 LINCOLN ROAD	LOT 4 DP 4.3854 LOT 4 DP 4.50863	NA5B/807	822	822	---
300 LINCOLN ROAD	LOT 4 DP 4.34.72	NA134.4/26	1032	43	80
302 LINCOLN ROAD	LOT 5 DP 4.3854	NA24B/633	873	91	67



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	REVISIONS	DRN	CHK	APP	DATE
C	FOR CONSULTATION - AT COMMENTS ADDRESSED	DW	JP	AGS	15.06.16
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	GS	JP	AGS	2016-05-27
A	FOR VALUATION	PD	JP	AGS	13.05.16

PROF REGISTRATION:	DESIGNED	DATE
	Michael Yale	04.2016
	Prachi Dhare	04.2016
	Gavin Smit	04.05.16
	Jarrold Pettigrew	13.05.16
	Graeme Stanton	13.05.16
	Graeme Stanton	15.06.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
298,300 AND 302 LINCOLN ROAD

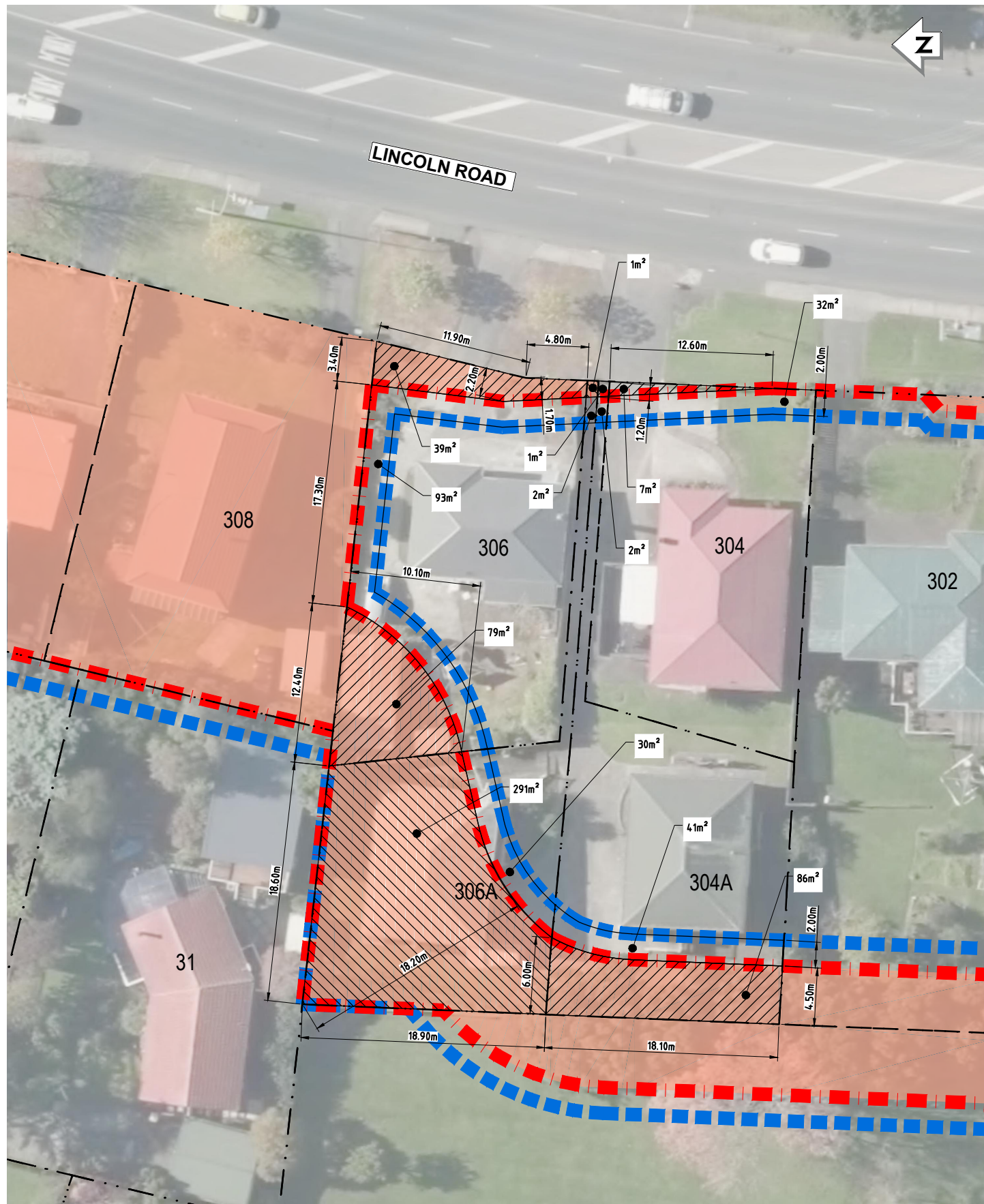
Status Stamp  
**FOR CONSULTATION**

Date Stamp  
**15.06.16**

Scales 1:200 Datum

Drawing No. **80507651-0301-C734** Rev. **C**

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1:200



APPROVAL SIGNATURE -

**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
304 LINCOLN ROAD	LOT 4 DP 171956	NA105A /517	438	7	32
304A LINCOLN ROAD	LOT 3 DP 171956	NA105A/ 516	421	86	41
306 LINCOLN ROAD	LOT 1 DP 171956	NA105A /514	517	118	93
306A LINCOLN ROAD	LOT 2 DP 171956	NA105A/515	397	292	32

**NOT FOR CONSTRUCTION**

REV	REVISIONS	DATE	APP	CHK	DRN
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	2016-05-27	AGS	JP	GS
A	FOR VALUATION	13.05.16	AGS	JP	PD

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED	PROF REGISTRATION
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton	



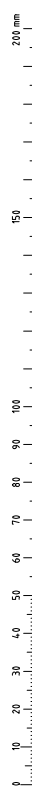
LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
304, 304A, 306 AND 306A LINCOLN ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-27
Scale: 1:200	Datum
Drawing No. 80507651-0301-C735	Rev. B

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



PLAN  
SCALE 1 : 200

LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
1.	CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
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LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
308 LINCOLN ROAD	LOT 40 DP 65919	NA22A /1342	637	638	---
310 LINCOLN ROAD	LOT 41 DP 65919	NA22A /1342	607	607	---
312 LINCOLN ROAD	LOT 42 DP 65919	NA22A /1344	607	609	---
35 PRESTON AVENUE	LOT 30 DP 65919	NA22A /1332	647	---	109



APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	REVISIONS	GS	JP	AGS	2016-05-27
B	FOR CONSULTATION - AT COMMENTS ADDRESSED				
A	FOR VALUATION	PD	JP	AGS	13.05.16

DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	27.05.16

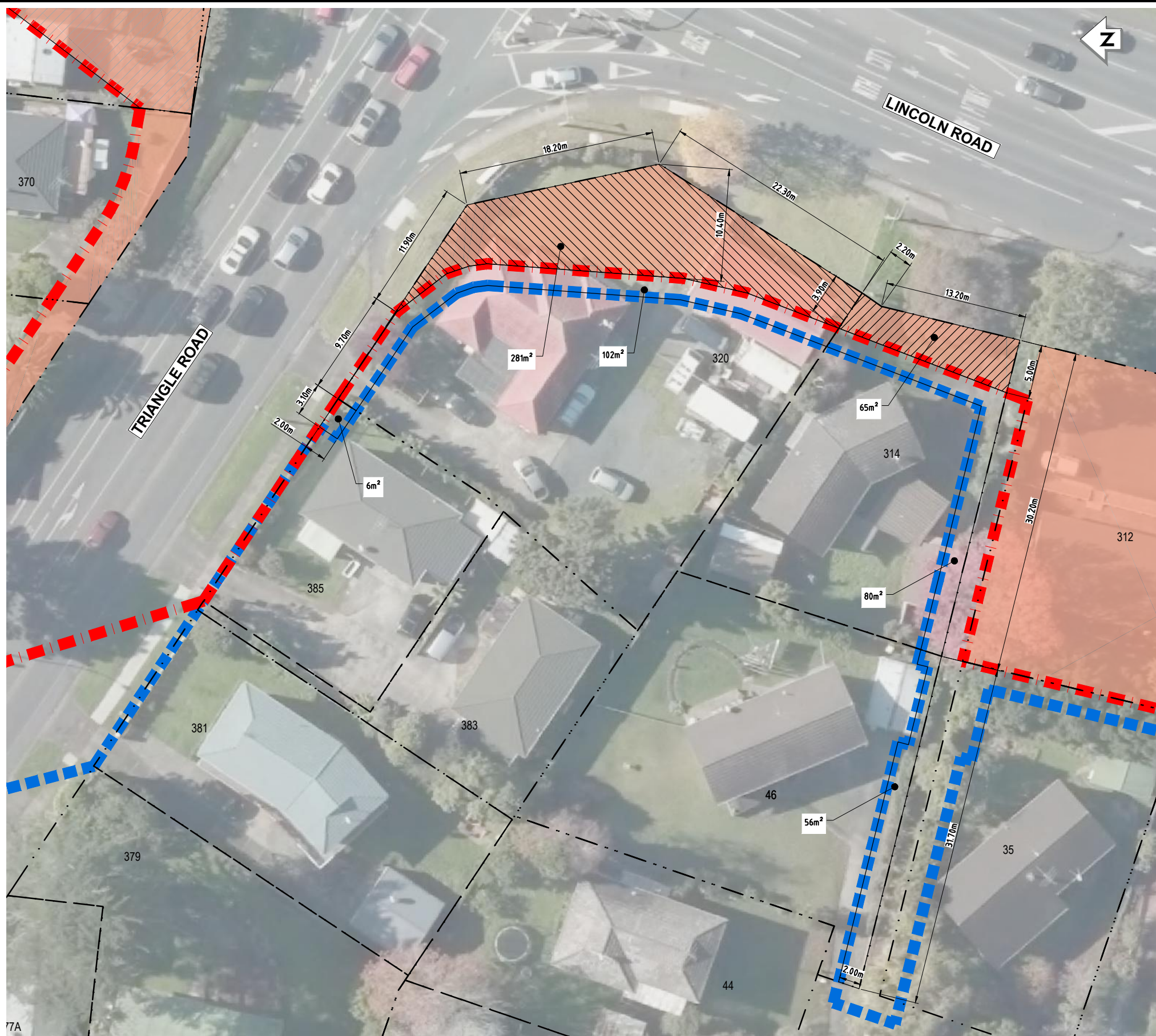


Client:  
LINCOLN ROAD CORRIDOR UPGRADE  
**LAND REQUIREMENT PLAN**  
308,310,312 LINCOLN ROAD AND 35 PRESTON AVENUE

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>2016-05-27</b>
Scales	1 : 200
Datum	
Drawing No.	80507651-0301-C736
Rev.	<b>B</b>

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK

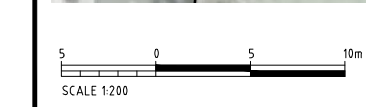


**LEGEND**

- TEMPORARY DESIGNATION FOR CONSTRUCTION
- PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.



**PLAN**  
SCALE 1 : 200

APPROVAL SIGNATURE -

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
314 LINCOLN ROAD	LOT 43 DP 65919	NA22A /1345	607	65	80
320 LINCOLN ROAD	PART LOT 2 DP	NA46B /336	1203	281	102
385 TRIANGLE RD	LOT 1 DP 180197	NA111A/708	417	---	6
46 PRESTON AVENUE	LOT 29 DP 65919	NA22A /1331	827	---	56

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHECKED	APP
C	FOR CONSULTATION - ADDRESS CORRECTION	06.2016	PJC	JP	AGS
B	FOR CONSULTATION - AT COMMENT'S ADDRESSED	15.06.16	DW	JP	AGS
A	FOR VALUATION	13.05.16	PD	JP	AGS
	REVISIONS		DRN	CHK	APP

STATUS	NAME	DATE
SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	17.06.16
PROF REGISTRATION		

**MWH**

**AT**

**LINCOLN ROAD CORRIDOR UPGRADE**

**LAND REQUIREMENT PLAN**  
314, 320 LINCOLN RD, 385 TRIANGLE RD AND 46 PRESTON AVE

<b>FOR CONSULTATION</b>	
Date Stamp <b>17 06 16</b>	
Scale: 1 : 200	Datum
Drawing No. <b>80507651-0301-C737</b>	Rev. <b>C</b>



DO NOT SCALE - IF IN DOUBT, ASK

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ORIGINAL SIZE A1



**LEGEND**

- ▬▬▬▬ TEMPORARY DESIGNATION FOR CONSTRUCTION
- ▬▬▬▬ PERMANENT DESIGNATION
- ▬▬▬▬ EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

**NOTES**

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PLAN  
SCALE 1:200

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
366 TRIANGLE ROAD	LOT 1 DP 130797	NA76C/673	555	71	483
368 TRIANGLE ROAD	LOT 2 DP130797	NA83D /563 NA92A/236	735	68	666



APPROVAL SIGNATURE -

REV	REVISIONS	GS	JP	AGS	2016-05-27
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	PD	JP	AGS	13.05.16
A	FOR VALUATION	DRN	CHK	APP	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED	PROF REGISTRATION:
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton	



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
366 AND 368 TRIANGLE ROAD

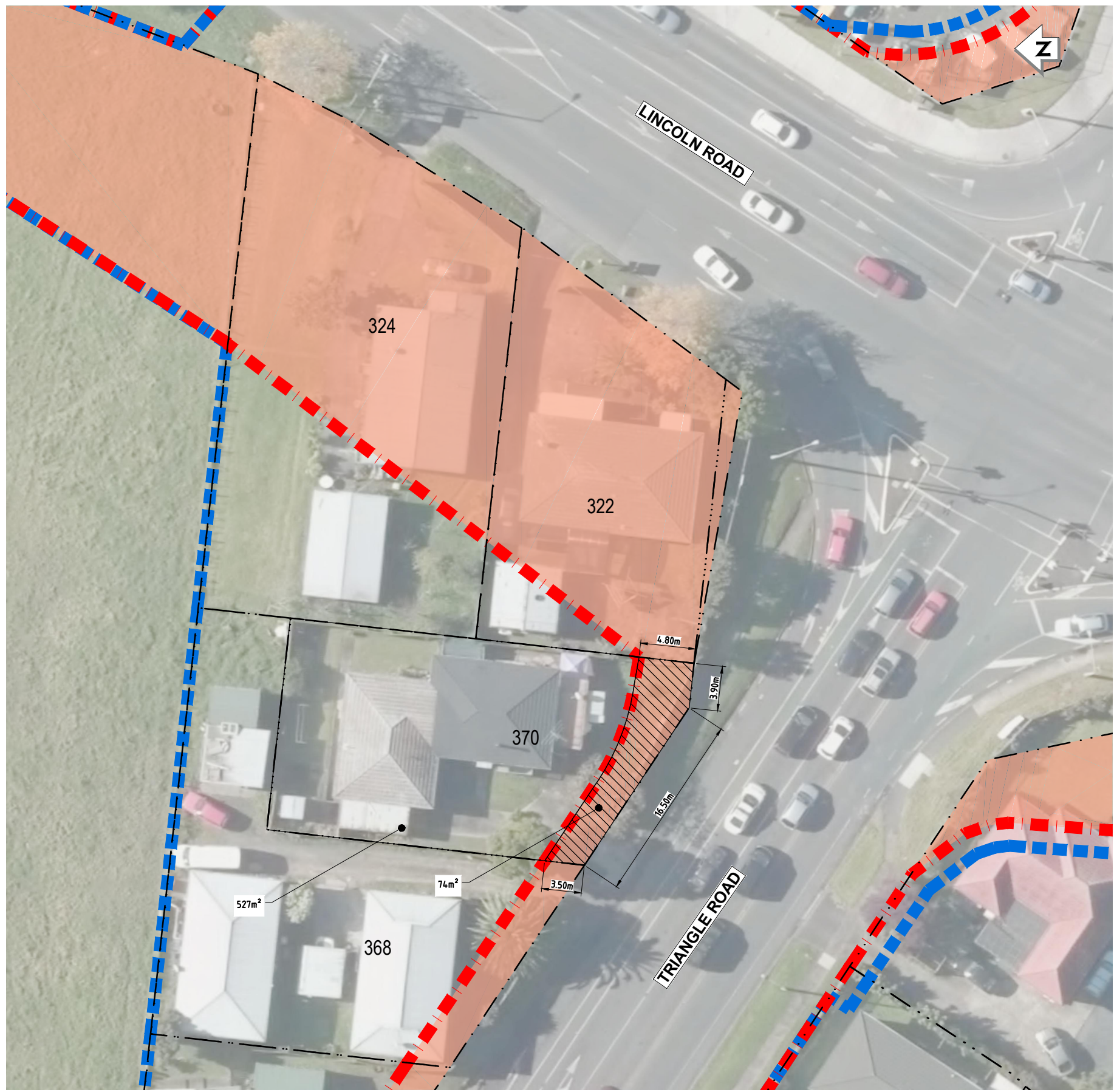
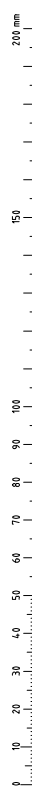
NOT FOR CONSTRUCTION

FOR CONSULTATION

Status Stamp	2016-05-27
Date Stamp	2016-05-27
Scales 1:200	Datum
Drawing No. 80507651-0301-C738	Rev. B

ORIGINAL SIZE A1

DO NOT SCALE - IF IN DOUBT, ASK



LEGEND	
	TEMPORARY DESIGNATION FOR CONSTRUCTION
	PERMANENT DESIGNATION
	EXISTING BOUNDARY
	PROPOSED AREA OF LAND PURCHASE

NOTES	
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PLAN  
SCALE 1 : 200



APPROVAL SIGNATURE -

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
370 TRIANGLE ROAD	LOT 2 DP 74411	NA36B/226 NA36B /227	601	74	527

**NOT FOR CONSTRUCTION**

REV	REVISIONS	DRN	CHK	APP	DATE
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	GS	JP	AGS	2016-05-27
A	FOR VALUATION	PD	JP	AGS	13.05.16

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED	PROF REGISTRATION:
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrold Pettigrew	Graeme Stanton	Graeme Stanton	



LINCOLN ROAD CORRIDOR UPGRADE

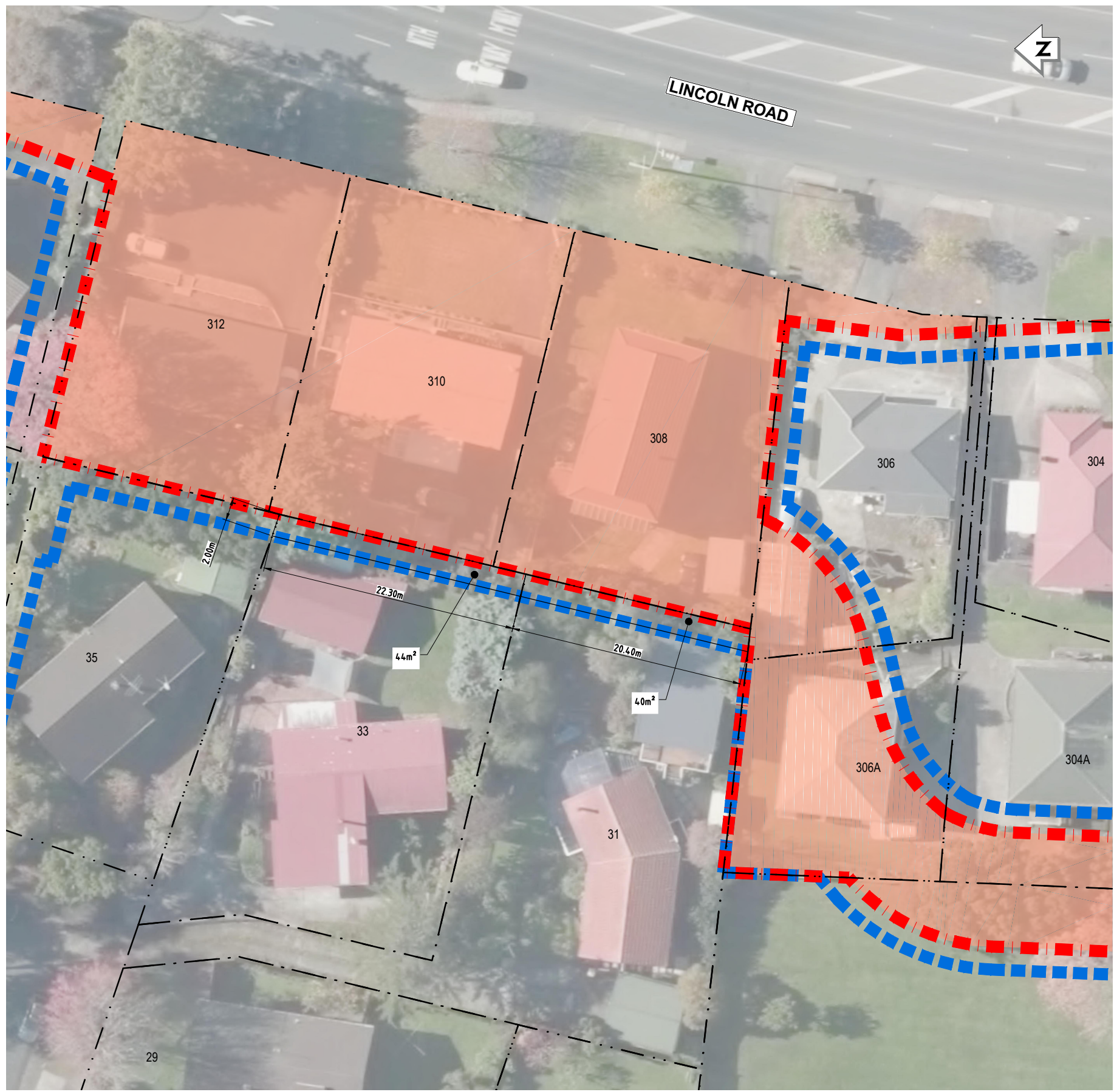
LAND REQUIREMENT PLAN  
370 TRIANGLE ROAD

Status Stamp	
<b>FOR CONSULTATION</b>	
Date Stamp	2016-05-27
Scales 1 : 200	Datum
Drawing No.	80507651-0301-C739
Rev.	B

DO NOT SCALE - IF IN DOUBT, ASK

200 mm  
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ORIGINAL SIZE **A1**



**LEGEND**

- ▬▬▬▬ TEMPORARY DESIGNATION FOR CONSTRUCTION
- ▬▬▬▬ PERMANENT DESIGNATION
- EXISTING BOUNDARY
- PROPOSED AREA OF LAND PURCHASE

- NOTES**
1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
  2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
33 PRESTON AVENUE	LOT 31 DP 65919	NA22A/1333	835	---	4.4
31 PRESTON AVENUE	LOT 32 DP 65919	NA22A/1334	961	---	4.0



PLAN  
SCALE 1:200

APPROVAL SIGNATURE -

**NOT FOR CONSTRUCTION**

REV	DESCRIPTION	DATE	BY	CHECKED	APP
B	FOR CONSULTATION - AT COMMENTS ADDRESSED	15.06.16	DW	PD	AGS
A	FOR VALUATION	13.05.16	PD	JP	AGS
	REVISIONS		DRN	CHK	APP

STATUS	NAME	DATE
SURVEYED		
DESIGNED	Michael Yale	04.2016
DRAWN	Prachi Dhare	04.2016
CAD REVIEW	Gavin Smit	04.05.16
DESIGN CHECK	Jarrod Pettigrew	13.05.16
DESIGN REVIEW	Graeme Stanton	13.05.16
APPROVED	Graeme Stanton	15.06.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
33 AND 31 PRESTON AVENUE

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>15.06.16</b>
Scales	1:200
Datum	
Drawing No.	80507651-0301-C740
Rev.	<b>B</b>

ORIGINAL SIZE A1 DO NOT SCALE - IF IN DOUBT, ASK



**LEGEND**

- - - - TEMPORARY DESIGNATION FOR CONSTRUCTION
- - - - PERMANENT DESIGNATION
- - - - EXISTING BOUNDARY
- / / / / PROPOSED AREA OF LAND PURCHASE

- NOTES**
1. CADASTRAL BOUNDARIES ARE INDICATIVE ONLY. BOUNDARIES TO BE VERIFIED BY SURVEY.
  2. ALL DIMENSIONS IN METERS UNLESS OTHERWISE NOTED.

LAND REQUIREMENT SCHEDULE					
PROPERTY ADDRESS	LEGAL DESCRIPTION	CERTIFICATE OF TITLE	ORIGINAL AREA (m <sup>2</sup> )	PERMANENT LAND REQUIRED FOR ROAD WIDENING PURPOSES (m <sup>2</sup> )	TEMPORARY LAND REQUIRED (m <sup>2</sup> )
DAYTONA RESERVE	LOT 8 DP 43854	----	6280	474	171

**PLAN**  
SCALE 1 : 200



APPROVAL SIGNATURE -

REV	FOR VALUATION	REVISIONS	PD	JP	AGS	13.05.16
REV	FOR VALUATION	REVISIONS	DRN	CHK	APP	DATE

SURVEYED	DESIGNED	DRAWN	CAD REVIEW	DESIGN CHECK	DESIGN REVIEW	APPROVED
	Michael Yale	Prachi Dhare	Gavin Smit	Jarrod Pettigrew	Graeme Stanton	Graeme Stanton
	04.20.16	04.20.16	04.05.16	13.05.16	13.05.16	13.05.16



LINCOLN ROAD CORRIDOR UPGRADE

LAND REQUIREMENT PLAN  
LOT 8

**NOT FOR CONSTRUCTION**

Status Stamp	<b>FOR CONSULTATION</b>
Date Stamp	<b>2016-05-17</b>
Scales	1 : 200
Datum	
Drawing No.	80507651-0301-C741
Rev.	<b>A</b>

## 1478 Matakana Link Road

Designation Number	1478
Requiring Authority	Auckland Transport
Location	State Highway 1 to Matakana Road, Warkworth
Rollover Designation	No
Lapse Date	No lapse date

## Purpose

Designate land to construct, operate and maintain a new 1.35km road between State Highway 1 and Matakana Road, Warkworth.

## Conditions

### General conditions Designation lapse

1. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the "RMA"), this designation will lapse if not given effect to within 5 years from the date on which it is included in the Auckland Unitary Plan.

*Advice Note - For the avoidance of doubt the designation will be given effect to at the completion of Stage 1*

### Designation Drawback

2. As soon as practicable following completion of construction of Stage 1 of the proposed work, the Requiring Authority shall review the construction boundary of the Project and give notice to Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation that are not required for the long-term operation, maintenance and mitigation of effects of the Project or the construction of Stage 2.
- 2A. The Requiring Authority shall ensure that the discharge pipe of Wetland 1 discharges to a point at the upper intermittent reach of Watercourse G as close to the east of the totara stand (shown on the plan attached to these conditions as Appendix A titled "Asphalt Surfacing Extent & Existing Totara Area", dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A) as is reasonably practicable. On completion of construction of Stage 1 of the project, the Requiring Authority shall include the designation boundary to the north of the wetland in its review required by Condition 2, and reduce the extent of the designation at that location to the minimum necessary for the long term operation and maintenance of Wetland 1.

### Approved Application Documents

3. Except as modified by the conditions below, the scope and

extent of the works within the designation are to be carried out in general accordance with the plans and all information submitted with the Notice of Requirement as detailed below:

- a) Assessment of Environmental Effects prepared by Jacobs Limited, dated October 2018;
- b) Transport Assessment prepared by Jacobs Limited, dated October 2018;
- c) Noise and Vibration Assessment prepared by Marshall Day Acoustics, dated October 2018;
- d) Archaeology Assessment prepared by Clough and Associates, dated September 2018;
- e) Visual and Landscape Assessment prepared by Isthmus Group, dated October 2018;
- f) Memorandum from Auckland Transport to Auckland Council “Matakana Link Road — Draft Preliminary Design” dated 12 February 2019;

and the following plans:

<b>Title</b>	<b>Version</b>	<b>Date</b>
<b>MLR-DRG-GE-5000</b> STAGE 2 – SHEET LAYOUT PLAN	C	04.07.2019
<b>MLR-DRG-GE-5001</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 1	C	04.07.2019
<b>MLR-DRG-GE-5002</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 2	C	04.07.2019
<b>MLR-DRG-GE-5003</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 3	C	04.07.2019
<b>MLR-DRG-GE-5004</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 4	C	04.07.2019
<b>MLR-DRG-GE-5005</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 5	C	04.07.2019
<b>MLR-DRG-GE-5006</b> STAGE 2 – GENERAL ARRANGEMENT PLAN -	C	04.07.2019

6		
<b>MLR-DRG-GE-5007</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 7	C	04.07.2019
<b>MLR-DRG-GE-5008</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 8	C	04.07.2019
<b>MLR-DRG-GE-5009</b> STAGE 2 – GENERAL ARRANGEMENT PLAN - 9	C	04.07.2019

Where there is a conflict between the documents listed above and the designation conditions, the designation conditions will prevail.

*Advice Note - The reports and plans listed above represent an assessment of the effects of the Project, but do not represent changes that may be made through the final detailed design, the detail to be provided by each stage or construction methodology that may be used. The designation conditions provide opportunities to finalise management plans for certification by the Council. An outline plan of works must also be submitted to Council. The exact design and construction methodologies for the Project may be different to those assessed in the reports, although the envelope of effects will remain the same. For this reason, the words 'in general accordance' in Condition 3 are used to describe how the Project will proceed.*

### **Outline Plan of Works**

4. The requiring authority must submit an outline plan or plans prior to construction of Stages 1 and 2 of the Project, in accordance with section 176A of the RMA.
5. Within Stages 1 and 2, the outline plans may be submitted in stages to reflect any proposed staging of the physical works.
- 5A. The outline plan of works for Stage 1 shall show the location of any reticulated services that may be affected by the works.
6. The outline plan for Stage 1 shall show how vehicular access is to be maintained to each affected property for their current use.

*Advice note - this access will be temporary, until such time as the affected properties are developed and/or subdivided. When the properties are developed and/or subdivided, vehicular access will be provided through intersections created as part of that development and/or subdivision.*

*Advice Note - In the event that an access to the Warkworth Showgrounds from the Project is agreed to be provided in discussions between Auckland Transport, Auckland Council, the New Zealand Transport Agency and the Rodney Local Board, the design of any proposed (future) access from Matakana Link Road to the Warkworth Showgrounds should be included in an outline plan. This outline plan may be separate and additional to the outline plan(s) required for Stage 1.*

## **Management Plans**

7. The outline plan or plans shall also include the following management plans for the relevant stage(s) of development:
  - a) Construction Environmental Management Plan (**CEMP**); and
  - b) Construction Noise and Vibration Management Plan (**CVNMP**); and
  - c) Urban Design and Landscape Mitigation Plan (**UDLMP**).
8. Where a construction related management plan, listed in Condition 7 above, is required, the management plan shall be implemented, complied with, and maintained throughout the duration of the relevant construction period.
9. The Requiring Authority must submit the management plans required by Condition 7 to Auckland Council, for the Council to certify that they comply or are consistent with the relevant designation condition(s).
10. If the Requiring Authority does not receive any response from the Council within 20 working days of the management plans listed in Condition 7 being submitted for certification, the management plans will be deemed to be certified and the Requiring Authority can commence the relevant works, stage or activity.

*Advice Note - The Council will acknowledge receipt of any management plan submitted for certification within 5 working days. It will advise if any information required for certification is missing from any submitted management plan within 10 working days.*

*Where no further information is requested the Council will provide a response to the Requiring Authority within 20 working days of the submission of the management plan.*

*If further information has been requested, the Council will provide a response to the Requiring Authority within 5 working days of the requested information being provided.*

11. At any time, the Requiring Authority is entitled to update or to revise any



management plans, required to be certified by the Council, if there is a material change required to the document or to address unforeseen adverse effects arising from construction and/or unresolved complaints. The Requiring Authority must submit the updated or revised document to the Council for certification as soon as practicable following identification of the need for an update or revision. If the Requiring Authority has not received a response (short of certification) from the Council within five working days of submitting the revised information, the management plans will be deemed to be certified and the Requiring Authority can commence the works, stage or activity.

### **Construction conditions**

12. Conditions 13 to 29 relate to construction of the Project and only apply to construction activities. Once construction of the Project is complete these conditions, unless otherwise specified in a condition, will no longer apply and can be removed.
13. Prior to construction commencing, the Requiring Authority shall review the construction methodology and physically identify relevant area of Totara trees on the property at 245 Matakana Road (NA57B/189) to be avoided during construction. This area is indicatively shown the plan attached to these conditions as Appendix A titled “*Asphalt Surfacing Extent & Existing Totara Area*”, dated 08.04.2019 and referenced MLR-SKT-RD-1002 Revision A. Access to those identified areas shall be prevented during construction to ensure, as far as practicable, that the Totara trees are not damaged or removed.

### **Construction Environmental Management Plan (CEMP)**

14. Prior to the commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CEMP. The CEMP shall be provided to Auckland Council with the outline plan of works for the relevant stage.

*Advice Note - Certification and amendment of the CEMP is covered by Conditions 7-11 above.*

15. The purpose of the CEMP is to avoid, remedy or mitigate, so far as is reasonably practicable, the adverse effects associated with the construction works for both Stages 1 and 2 of the Project. All works are to be carried out in accordance with the certified CEMP required by these conditions and in accordance with any certified changes to plans.
16. In order to give effect to its purpose, the CEMP is to provide for the following:
  - a) Methods for managing and monitoring dust as a nuisance, including methods for minimising dust emissions, monitoring procedures and contingency procedures in the event of a dust nuisance event;
  - b) Measures to be adopted to keep the construction areas in a tidy condition in

terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place within the boundaries of the designation;

- c) How the construction yards are to be fenced and kept secure;
- d) The location of any temporary buildings (including workers' offices and portaloos) and vehicle parking);
- e) Methods to ensure prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- f) Training requirements for employees, sub-contractor and visitors on construction procedures, environmental management and monitoring;
- g) The document management system for administering the CEMP, including review and Requiring Authority / constructor / Council requirements;
- h) Environmental incident and emergency management procedures (including spills);
- i) Environmental complaint management procedures;
- j) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the other management plans which address the management of adverse effects during construction; and
- l) Methods to provide for the safety of the general public.

### **Construction Traffic Management Plan (CTMP)**

- 17. Prior to commencement of any stage of the Project, the Requiring Authority shall prepare and implement a CTMP.
- 18. The Requiring Authority shall submit the CTMP to the Council for comment. The Requiring Authority shall consider any comments received from Auckland Council when finalising the CTMP. If the Requiring Authority has not received any comments from Auckland Council within 10 working days of submitting the CTMP, the Requiring Authority may consider that Auckland Council has no comments.

*Advice Note: The CTMP does not require certification from Auckland Council.*

- 19. The purpose of the CTMP is to:
  - a) Manage the road transport network for the duration of construction to manage congestion and minimise delays to road users;

- b) Inform the public about traffic management on the road transport network for the duration of construction;
- c) Protect public safety including the safe passage of pedestrians and cyclists;
- d) Maintain pedestrian access to private property at all times;
- e) Maintain vehicle access to private property for the current use of that property; and
- f) Manage traffic effects from construction yards on adjacent properties.

The CTMP must contain the following:

- a) The road routes to be used by construction related vehicles, particularly trucks, to transport construction related materials, equipment and spoil; including how the use of these routes by these vehicles will be managed to mitigate congestion;
- b) Information on designated staff parking areas for construction workers;
- c) How disruption to use of the road network will be minimised for emergency services, freight and other related vehicles, public transport providers, pedestrians and cyclists; and
- d) Measures to avoid construction traffic through the Hill Street intersection during the weekday peak periods (between 4:30pm and 5:30pm).

### Noise and Vibration Construction Standards

- 20. During construction of Stages 1 and 2, the guideline noise limits contained in New Zealand Standard 6803:1999 *“The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work”* shall be complied with. Where compliance is not practicable following the adoption of the Best Practicable Option, the process in Conditions 23 and 24 below shall apply.
- 21. During construction of Stages 1 and 2, construction vibration shall comply with the construction vibration (amenity) limits set out in Table A. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Receiver	Period	Peak Particle Velocity Limits mm/s
Occupied activities sensitive to noise	Night-time 10pm to 7am	0.3
	Daytime 7am to 10pm	2
Other occupied	At all times	2

buildings		
*Activities sensitive to noise is defined in Chapter J of the Auckland Unitary Plan		

**Table A - Construction Vibration Standards - Amenity**

22. During construction of Stages 1 and 2, construction vibration shall also comply with the construction vibration (cosmetic building damage) limits set out in Table B. Where compliance is not achievable following the adoption of the Best Practicable Option, the process in Condition 23 shall apply. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.

Type of Structure	Short-term vibration				Long-term vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor (mm/s)	PPV at horizontal plane of highest floor (mm/s)
	1-10Hz (mm/s)	10-50H/ (mm/s)	50-100Hz (mm/s)		
Buildings used for commercial purposes, industrial buildings, and buildings of similar design	20	20 – 40	40 - 50	40	10
Dwellings and buildings of similar design and/or occupancy	5	5 - 15	15 – 20	15	5
Structures that, because of their particular sensitivity to vibration, cannot be classified under lines 1 and 2 and are of great intrinsic value (e.g. listed buildings under preservation order)	3	3 - 8	8 - 10	8	2.5

**Table B - Construction Vibration Standards - Cosmetic building damage**

23. If measured or predicted vibration from construction activities exceeds:
- a) The limits of Table A (amenity), the Requiring Authority shall

consult with the affected receivers to:

- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
- (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

- b) The limits of Table B (cosmetic building damage), the process in condition 27 shall be followed.

### **Construction Noise and Vibration Management Plan (CNVMP)**

24. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have a Construction Noise and Vibration Management Plan (**CNVMP**) certified by Council. The CNVMP (Condition 25) and any management schedules prepared in accordance with Condition 27 (Schedules), shall be implemented throughout the construction process and may be updated where necessary with the certification of the Council. The Schedules may be supplied to the Council for certification after the certification of the CNVMP, as construction of Stages 1 and 2 progress and further detail regarding construction methodologies become available.

*Advice Note - the submission, certification and amendment to the CNVMP is covered by Conditions 7-11 above.*

25. The purpose of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option (**BPO**) for management of all construction noise and vibration effects, and to define the procedures to be followed when full compliance with the construction noise and vibration standards of Conditions 20, 21 and 22 is not achieved following adoption of the BPO.
26. The CNVMP shall, as a minimum, address the information required by NZS 6803:1999 Annex E2, and in particular the following aspects with regard to managing the adverse effects of construction noise and vibration:
  - a) Noise and/or vibration sources, including machinery, equipment and construction techniques to be used and their scheduled durations and hours of operation including times and days when work causing construction noise and/or vibration would occur;
  - b) The construction noise and vibration standards for the project;
  - c) Affected houses and other sensitive locations where noise and/or vibration standards apply;
  - d) Predicted noise levels set out as minimum compliance distances for key

activities and items of plant and identification of any dwellings or other sensitive locations where works will be required within those minimum compliance distances;

- e) Mitigation and management measures, including alternative strategies where full compliance with the noise criteria from NZS 6803:1999 and the vibration criteria in Table A (amenity) above cannot practicably be achieved, including the requirement for management schedules as set out in Condition 27;
- f) Procedures for management of vibrations where measured or predicted vibration levels exceed the limits of Table A (amenity);
- g) Procedures for continuous monitoring of vibration and pre-activity building condition surveys where non-compliance with the vibration limits of Table B (cosmetic building damage) is predicted:
- h) Methods and frequency for monitoring and reporting on construction noise and vibration;
- i) Contact numbers for key construction staff, staff responsible for noise and/or vibration assessment and council officers; and
- j) Procedures for maintaining contact with stakeholders (including the Council, residential occupiers at adjoining properties, Warkworth Showgrounds), notifying stakeholders of proposed construction activities, and handling complaints about construction noise and/or vibration.

### **Construction Noise and/or Vibration Management Schedule**

27. A site-specific Construction Noise and/or Vibration Management Schedule must be prepared for any receiver or activity for which:
- a) Construction vibration is either predicted or measured to exceed the limits in Table B (cosmetic building damage) of Condition 22; or
  - b) Where construction noise is either predicted or measured to exceed the limits in Condition 20, except where the exceedance of the standards is no greater than 5 decibels and must not exceed:
    - 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
    - 2200-0700: 1 period of up to 2 consecutive nights in any 10 days

The objective of the Schedule is to set out the best practicable option for minimisation of noise or vibration from the construction activity. The Schedule must:

- a) Describe the activity (including duration), plant and machinery that is expected not to comply with the noise and/or vibration limits Conditions 20, 21 or 22;

- b) Provide predicted levels for all receivers where the levels will not be compliant with the limits in the CNVMP;
- c) Outline the consultation undertaken with the affected receivers;
- d) Describe the mitigation measures proposed to reduce the noise and/or vibration levels as far as practicable, including any options that have been agreed with the affected receivers, discounted due to cost or discounted any other reason;
- e) Describe any alternative mitigation of the impacts that was offered to affected receivers but not agreed e.g. any offers of temporary accommodation during the specific activity;
- f) Describe the measures adopted to ensure that building damage will not arise where non-compliance with the vibration limits in Table B (cosmetic building damage) occurs.

### **Urban Design and Landscape Mitigation**

28. The Requiring Authority shall design and construct the Project to appropriately visually integrate the permanent works into the surrounding landscape and topography. Prior to construction works commencing for each of Stages 1 and 2, the Requiring Authority shall have an Urban Design and Landscape Mitigation Plan (**UDLMP**) certified by Council. The UDLMP shall be in general accordance with the draft Urban Design and Landscape Mitigation Plan attached to the primary evidence of Mr. Lister dated 12 March 2019. The Requiring Authority shall complete the Project at both Stages 1 and 2 in accordance with the certified UDLMP. The purpose of the UDLMP is to provide a framework of landscape design principles and measures to ensure that the finished Project manages or mitigates potential adverse visual effects and contributes to a high quality urban environment by enhancing amenity and quality.

*Advice Note — the submission, certification and amendment to the UDLMP is covered by Conditions 7-11 above.*

29. The UDLMP shall contain the following information:

- a) A framework of landscape design principles and measures to ensure that the finished Project contributes to a high quality urban environment by enhancing amenity and quality, including:
  - i. The location and type of street furniture;
  - ii. The location and type of street trees and associated verge treatment;
  - iii. The location and type of planting associated with the corridor boundaries;

- iv. The location and type of any street artwork associated with the bridge crossing; and
  - v. The maintenance schedule post-planting of the landscaping and trees identified in (ii) and (iii).
- b) The boundary treatment(s) employed at Stage 1 for the boundary with 245 Matakana Road, if the existing dwelling remains, including:
- i. Retaining the garden trees at 245 Matakana Road that fall adjacent to the new road, as far as practicable, and any refinements to the retaining wall alignment and construction methods to achieve the retention of garden trees; and
  - ii. Construction of a good quality boundary fence/wall/hedge, subject to consultation with the owners of 245 Matakana Road, facing the retaining walls, where required, at 245 Matakana Road to provide an attractive appearance.
- c) The treatment(s) for the boundary with the Warkworth Showgrounds employed for Stage 1 of the Project. These treatments shall achieve a visually open frontage (such as an open fence) between the Project and the Showgrounds. Pedestrian connections between the Project's footpath and the Showgrounds shall be provided. The treatment(s) for the boundary with the Showgrounds and pedestrian connections shall be designed in consultation with Auckland Council (Parks).

*Advice Note - Shared Pathway: connection to Warkworth Showgrounds. The Rodney Local Board "Rodney Greenways — Paths and Trails Plan, Puhoi to Pakiri" May 2017 identifies proposed greenway connection routes along the Matakana Link Road and connections with the existing route in the Warkworth Showgrounds. The final details of the Matakana Link Road pedestrian and cycle paths are still to be determined. Consideration Of opportunities of futureproofing a connection to Warkworth Showgrounds should not be overlooked.*

## **Operational Conditions**

### **Operational Noise Management**

30. The Project shall be designed and constructed to ensure that the operational noise levels in the Project design year (10 years after the road opening) at the following existing Protected Premises and Facilities (PPFs) are complied with:
- a) 245 Matakana Road — 64 dB LAeq(24h)
  - b) 42A SH1 - 57 dB LAeq(24h)



- c) 289A Matakana Road — 67dB Aeq(24h)
31. Prior to the opening of Stage 1 of the road, the Requiring Authority shall prepare a report to the satisfaction of the Council, which sets out the noise mitigation and management measures required, if any, to ensure that traffic noise levels will comply with the limits above. The noise levels are to be determined by prediction of noise from traffic on the Project within the designation boundary, using traffic flows predicted for 10 years after the road opening. Where other noise sources affect the received noise level, (e.g. from other roads) these shall be excluded from the predictions. This process shall be repeated prior to the opening of Stage 2.
32. The noise limits do not need to be complied with at a PPF where:
- a) The PPF is no longer occupied or has been removed; or
  - b) The PPF no longer meets the definition of a Protected Premises and Facilities in the New Zealand Standard 6806:2010 "Acoustics — Road-traffic noise — New and altered roads', or
  - c) Agreement of the landowner has been obtained confirming that the limit does not need to be met.
33. The Requiring Authority shall use standard (AC14) asphalt surfacing on the carriageway of the Project for the sections identified as "Asphalt Surfacing" on the plan attached to these conditions as Appendix A titled "*Asphalt Surfacing Extent & Existing Totara Area*", dated 08.04.2019 and referenced MLR-SKT-RD-1002  
**Revision A.**

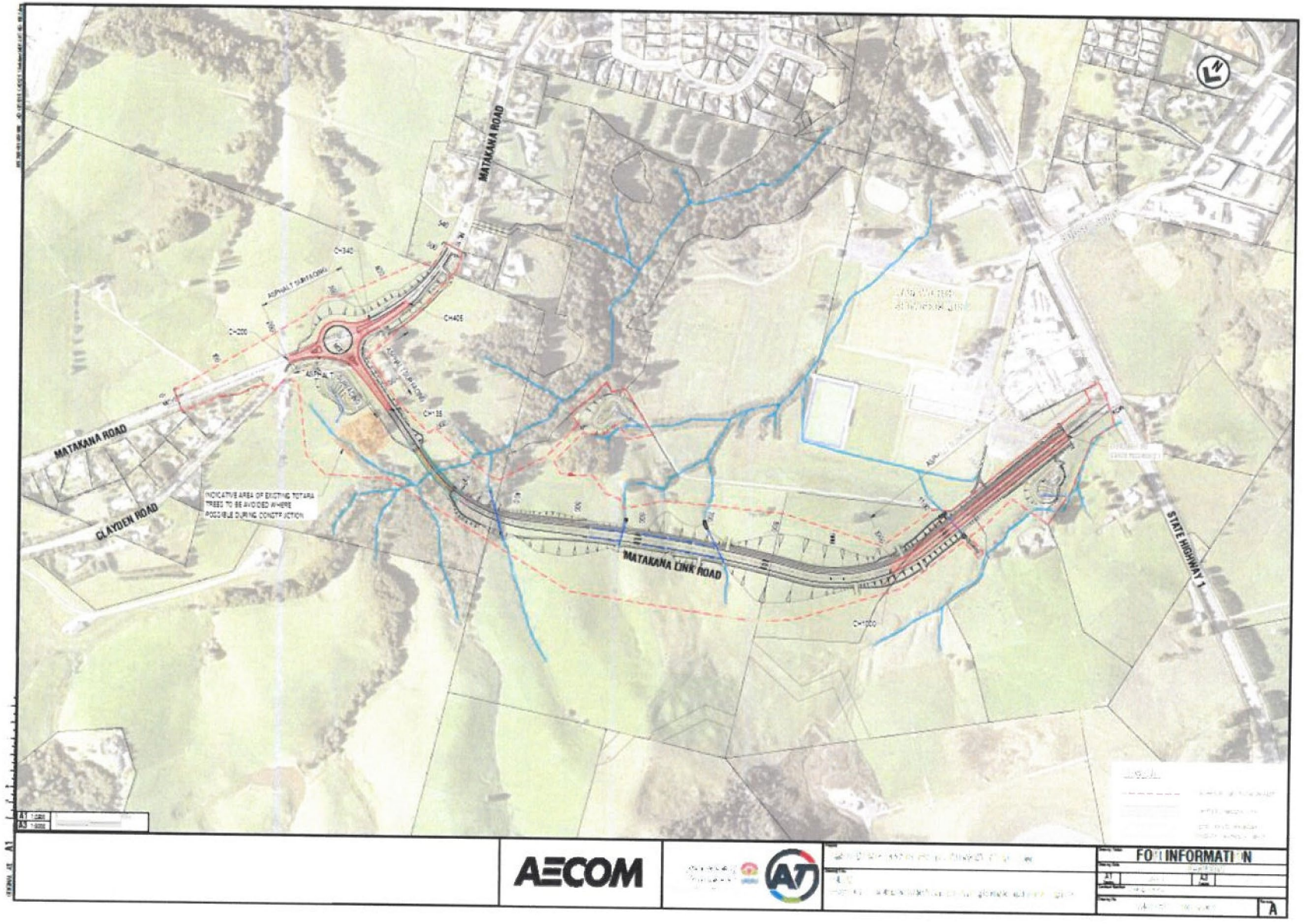
#### **Advice Notes**

1. *The Requiring Authority is advised that archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply to archaeological sites whether previously recorded or discovered during works.*
2. *The Requiring Authority is advised of the requirements of Rule E11.6.1 of the Auckland Unitary Plan for "Accidental Discovery" as they relate to both contaminated soils and heritage items.*

## **Attachments**

### **Appendix A**

Location of totara trees referred to in condition 13 and plan of asphalt surfacing required by Condition 33.



Project Name: Matakana Link Road  
 Client: Matakana District Council  
 Date: 15/03/2024

FOI INFORMATION	
Request ID:	21
Status:	Open
Created:	15/03/2024
Updated:	15/03/2024

## 1479 Pine Valley Road North Alignment

Designation Number	1479
Requiring Authority	Auckland Transport
Location	Land from Argent Lane roundabout at the intersection with Old Pine Valley Road south through the properties of 10 and 36 Old Pine Valley Road, tying into the existing Pine Valley Road to the north of the property boundary with 1731 Dairy Flat Highway: <ul style="list-style-type: none"><li>• 10 Old Pine Valley Road (Sec 7 SO 315843, Sec 8 SO 315843, Pt Lot 5 DP 136559)</li><li>• 36 Old Pine Valley Road (Lot 6 DP 136559)</li><li>• The public road reserve between the parcels of land that form 10 Old Pine Valley Road.</li></ul>
Lapse Date	12/11/2036

## Purpose

Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.

## Conditions

### A. Definition of Terms

A1. In these conditions:

- a) “adjacent properties” means the properties at:
  - (i) 10 Old Pine Valley Road;
  - (ii) 36 Old Pine Valley Road;
  - (iii) 1687 Dairy Flat Highway,
  - (iv) 1700 Dairy Flat Highway;
  - (v) 1731 Dairy Flat Highway;
  - (vi) 1732 Dairy Flat Highway;
  - (vii) 1738 Dairy Flat Highway;
  - (viii) Pt Allot 16 SO 18072 Old Pine Valley Road;
  - (ix) Lot 2 480626, Dairy Flat Highway; and
  - (x) Sec 6 SO 308591, Dairy Flat Highway.
- b) “affected parties” means the owners and occupiers of the properties at:
  - (i) 10 Old Pine Valley Road;
  - (ii) 36 Old Pine Valley Road;
  - (iii) 1687 Dairy Flat Highway,

- (iv) 1700 Dairy Flat Highway;
  - (v) 1731 Dairy Flat Highway; and
  - (vi) 1732 Dairy Flat Highway.
- c) "Auckland Transport roadside bioretention planting guide" means the latest Auckland Transport roadside bioretention planting guideline or other endorsed Auckland Council bioretention planting guide;
- d) "certify", "certification" and "certified" in relation to plans or management plans means assessed by Council staff acting in a technical certification capacity, and in particular as to whether the document or matter is consistent with, or sufficient to meet, the conditions of this designation in terms of the matters set out in the conditions;
- e) "Commencement of Construction" means commencement of any construction works for the Project or (as the case requires) commencement of any construction works for a part or stage of the Project. For the avoidance of doubt, it excludes site investigations, fencing, and any activities that do not need resource consent/are permitted activities;
- f) "Requiring Authority" means Auckland Transport;
- g) "Council" means the Auckland Council;
- h) "Infrastructure" means the road, cycleway, footpath, bridge, stormwater management devices, underground services, stormwater outlets, culvert and related works to be constructed by Auckland Transport;
- i) "Mana Whenua" means the following identified mana whenua groups excluding those who don't wish to engage on any particular subject:
- (i) Ngāi Tai ki Tāmaki - Ngāi Tai ki Tāmaki Tribal Trust
  - (ii) Ngāi Tai ki Tāmaki - Manuhiri Kaitiaki Charitable Trust
  - (iii) Ngāti Maru - Ngāti Maru Rūnanga Trust
  - (iv) Ngāti Pāoa - Ngāti Paoa Iwi Trust
  - (v) Ngāti Pāoa - Ngāti Paoa Trust Board
  - (vi) Ngāti Te Ata - Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohū
  - (vii) Ngāti Wai - Ngāti Wai Trust Board
  - (viii) Ngāti Whanaunga - Ngāti Whanaunga Incorporated
  - (ix) Ngāti Whātua o Kaipara - Ngā Maunga Whakahii o Kaipara Development Trust
  - (x) Ngāti Whātua Ōrākei - Ngāti Whātua Ōrākei Trust
  - (xi) Te Ākitai Waiohū - Te Ākitai Waiohū Iwi Authority
  - (xii) Te Kawerau a Maki - Te Kawerau Iwi Settlement Trust
  - (xiii) Te Patukirikiri - Te Patukirikiri Iwi Incorporation

(xiv) Te Rūnanga o Ngāti Whātua - Te Rūnanga o Ngāti Whātua

- j) "Planting Season" means the period between May and September;
- k) "Project" means the construction, operation and management of the Infrastructure;
- l) "Team Leader North West Monitoring" means the Team Leader North West Monitoring for the time being of the Council's Licencing and Regulatory Compliance Department.

### **Management Plan Certification Process**

- A2. Conditions A3 to A8 below shall apply to all Management Plans required by these conditions.
- A3. Management Plans shall be submitted to the Council (Team Leader North West Monitoring) for certification in writing. Management Plans shall be submitted at least twenty (20) working days prior to Commencement of Construction unless otherwise specified in the conditions. If the Council (Team Leader North West Monitoring) does not provide written certification or written notice of refusal to certify and recommended changes within twenty (20) working days the Management Plan shall be deemed certified.

*Advice Note: Any preliminary works that are permitted activities can be undertaken prior to any Management Plan(s) being certified.*

- A4. Management Plans may be submitted in parts or in stages to address particular activities or to reflect a staged implementation of the Project, and when provided in part or for a stage shall be submitted at least twenty (20) working days prior to commencement of construction of that part of the stage unless otherwise specified in the conditions. Management Plans submitted shall clearly show the linkage with plans for adjacent stages and interrelated activities.
- A5. Should the Council (Team Leader North West Monitoring) refuse to certify a Management Plan, or a part or stage of a Management Plan, in accordance with Condition A4 above, the Requiring Authority shall submit a revised Management Plan for certification as soon as practicable. The certification process shall follow the same procedures as outlined in Condition A3 above.
- A6. Any certified/deemed certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to the Council (Team Leader North West Monitoring) in writing prior to implementation of the change. Where the Team Leader North West Monitoring determines in his or her discretion that those amendments once implemented would result in a materially different outcome to that described in the original plan Condition A7 shall apply.
- A7. Any changes to a certified/deemed certified Management Plan involving a materially different outcome under Condition A6 shall be submitted to the Council (Team Leader North West Monitoring) to certify that they comply with the applicable requirements of these conditions. Any material change must be consistent with the objectives of the relevant Management Plan and the requirements of the relevant conditions of these designations. Where a Management Plan was prepared in

consultation with affected parties, any material changes to that Plan shall be prepared in consultation with those same parties.

- A8. All works shall be carried out in general accordance with the certified/deemed certified Management Plans. No works shall commence until written certification of a Management Plan has been received or the Management Plan has been deemed certified, unless otherwise approved in writing by the Council (Team Leader North West Monitoring).

## **B. General Conditions**

- B1. This designation will lapse 15 years from being operative in the Auckland Unitary Plan: Operative in Part unless:
- a) It is given effect to before the end of that period; or
  - b) The territorial authority resolves that the requiring authority has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation.
- B2. The scope and extent of the Stage 1 works (including the horizontal and vertical alignment of the carriageway) within the designation shall be generally in accordance with the updated Revision G set of plans contained in Appendix E of the Notice of Requirement dated 16/04/2021, unless an outline plan is submitted under section 176A(1) of the Resource Management Act 1991.
- B3. Stage 2 works will require the submission of an outline plan under section 176A(1) of the Resource Management Act 1991 unless not required in accordance with section 176A(2)(a) or (c) of the Resource Management Act 1991.

### **Construction Environmental Management Plan**

- B4. The Requiring Authority shall prepare a Construction Environmental Management Plan (CEMP) for the works. The Requiring Authority shall submit the CEMP to the Council (Team Leader North West Monitoring) for certification that the CEMP gives effect to the objectives in Condition B5 and complies with the requirements in Conditions B6 to B8.
- B5. The objectives of the CEMP are to:
- a) Ensure that the construction works remain within the limits and standards approved under the designation, and identify construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities; and
  - b) Give effect to the objectives in the management plans listed in Condition B6.
- B6. The CEMP shall incorporate or refer to the following management plans and documents:
- a) Construction Noise and Vibration Management Plan (CNVMP);
  - b) Earthworks Management Plan;
  - c) Accidental Discovery Protocol; and
  - d) Construction Traffic Management Plan (CTMP).

- B7. The CEMP shall provide details of the roles and responsibilities, reporting frameworks, coordination and management activities and actions required for effective site management. The CEMP shall provide information on the following matters:
- a) Construction quality assurance;
  - b) Construction works programming including:
    - (i) An outline construction programme;
    - (ii) Confirmation of the proposed staging and sequence of construction;
  - c) Site management; and
  - d) Consultation and communications, including the methods for communicating and consulting with the adjacent or affected parties.
- B8. All personnel working on the site shall be made aware of the requirements contained in the CEMP. A copy of the certified CEMP shall be held on the site at all times while any activity associated with construction is occurring. The certified CEMP shall be implemented and maintained throughout the entire period of the works.

#### Construction Quality Assurance

- B9. This part of the CEMP requires the establishment of management frameworks, systems and procedures to ensure quality management of all on-site construction activities and compliance with the conditions of this designation. This section shall provide details on the following:
- a) Contact details of the contractor's site supervisor or project manager and the Requiring Authority's Project Liaison Person (phone, postal address, email address);
  - b) Confirmation of the construction methodology, including for permanent and temporary structures;
  - c) Methods and systems to inform and train all persons working on the site of potential environmental issues and how to avoid, remedy, or mitigate any potential adverse effects;
  - d) Procedures for ensuring that residents, businesses, network utility operators and road users in the immediate vicinity of construction areas are given prior notice of the Commencement of Construction and are informed about the expected duration and effects of the work;
  - e) Procedures for responding to, recording and reporting complaints about construction activities;
  - f) Means of providing for the health and safety of the general public;
  - g) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of construction materials and similar construction activities;

- h) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads or places adjacent to the work site/s;
- i) Measures to manage the potential impacts of construction lighting on residents and on local fauna;
- j) Procedures for the refuelling, cleaning, maintenance and storage of plant and equipment, and measures to avoid discharges of contaminants from these activities;
- k) Measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
- l) Procedures for incident management, monitoring and reporting including review and corrective and preventative action;
- m) Site clean-up following completion of works, including removal of construction materials, temporary structures;
- n) Maintenance of plant in a good state of repair so as not to produce excessive fumes or leakage of contaminants when parked or in operation; and
- o) Measures to monitor and minimise discharges of dust so that any offensive or objectionable effects are immediately identified and are mitigated.
- p) Measures for arranging the washing of habitable buildings at the properties of 10 and 36 Old Pine Valley Road during Stage 1 works, subject to approval from landowners and occupiers, involving:
  - (i) Monthly external washing of roof and gutter areas servicing potable water tanks during NoR1 Stage 1 construction work;
  - (ii) Complete external house washing every 6 months during NoR1 Stage 1 construction works. The house washing shall include every habitable building as existing at 3 November 2020, commencing within 6 months of the start of NoR1 Stage 1 construction works and be undertaken at no less than 6 monthly intervals, with a final wash following the completion of the NoR1 Stage 1 construction works.

#### Construction Works Programme

B10. This part of the CEMP is to ensure that the requiring authority has prepared a Stage 1 programme of works that will enable the Infrastructure and all other associated land based works, to be constructed in a manner that is timely, adequately co-ordinated and minimises the adverse effects of construction. This section shall, among other matters, provide details of the Stage 1 programme for the construction works.

#### **Construction Noise and Vibration Management Plan**

B11. The requiring authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed works. At least five (5) working days prior to Commencement of Construction, the Requiring Authority shall submit the CNVMP to the Council (Team Leader North West Monitoring) for certification that the



CNVMP gives effect to the objectives in Condition B12 and complies with the requirements in Condition B13.

B12. The objectives of the CNVMP are to:

- a) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
- b) Define the procedures to be followed where the noise and vibration standards (Conditions B14 & B15) are not met (following the implementation of the BPO);
- c) Set out the methods for scheduling works to minimise disruption; and
- d) Ensure engagement with affected receivers and timely management of complaints.

B13. The CNVMP shall include:

- a) A description of the works;
- b) Hours of operation, including a specific section on works at night (2230h - 0700h), incorporating clear definitions of the works undertaken at night (if any);
- c) Contact details for staff responsible for implementation of the CNVMP;
- d) The construction noise and vibration performance standards for the project;
- e) General construction practices, management and mitigation;
- f) Minimum separation distances from receivers for plant and machinery where compliance with the construction noise and vibration standards is achieved;
- g) Identification of affected sensitive receivers where noise and vibration performance standards apply;
- h) A specific section setting out the predicted noise and/or vibration levels, mitigation, monitoring and management measures (including communication with stakeholders and use of temporary noise barriers) that will be adopted for works which cannot comply with the project standards specified in Conditions B14 and B15; and
- i) A communication, consultation and complaints response protocol including specific provisions for determining the times that receivers are sensitive to noise and vibration and the extent to which high noise and vibration works can be scheduled around those times where practicable (including residential activities).

B14. Construction noise shall be measured and assessed in accordance with the provisions of New Zealand Standard NZS 6803: 1999 "Acoustics - Construction Noise" and comply with the following Project Standards unless otherwise provided for in any CNVMP (refer Condition 13):

Time of Week	Time Period (hrs)	Noise Limits	
		dB LAeq	dB LAFmax
<b>Building with activities sensitive to noise</b>			

Weekdays	0630 – 0730	55	70
	0730 – 1800	70	85
	1800 – 2000	65	80
	2000 – 0630	40	70
Saturdays	0730 – 1800	70	85
	1800 – 0730	40	70
Sundays and public holidays	0730 – 1800	50	80
	1800 – 0730	40	70
<b>Building with all other activities</b>			
All days	0730 – 1800	70	-
	1800 – 0730	75	-

#### Advice Note

The CNVMP required by B11 authorises noise levels exceeding those set out in condition B14. The noise limits applying in condition B14 that apply between 1800 and 0730 on any day may only be exceeded by works that cannot be completed between 0730 and 1800 for practical reasons related to avoiding unreasonable traffic congestion during the day, or similar. These noise limits may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- B15. Where practical, construction vibration must comply with the vibration limits set out in the following Table A.

Table A – Construction Vibration Standards – Amenity:

Receiver	Time	Peak Particle Velocity Limit millimetres/second
Occupied activities sensitive to vibration*	2200h-0700h	0.3mm/s PPV
	0700h-2200h	2mm/s PPV
Other occupied buildings	All times	2mm/s PPV

\*Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres, lecture theatres in tertiary education facilities, classrooms in education facilities and healthcare facilities with an overnight stay facility.

- a) Where compliance is not achievable following the adoption of the Best Practicable Option, the process in B15 b) must be applied. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.
- b) If measured or predicted vibration from construction activities exceeds the limits of Table A, the Requiring Authority shall consult with the affected receivers to:

- (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
- (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

B16. Construction vibration must comply with the vibration limits set out in the following Table B at all buildings and at all times.

Table B – Construction Vibration Standards – Building Damage

<u>Type of Structure</u>	<u>Short-term Vibration*</u>			<u>Long-term Vibration</u>	
	<u>Peak particle velocity (PPV) on foundation, mm/s</u>			<u>PPV at horizontal plane of highest floor at all frequencies</u>	<u>PPV at horizontal plane of highest floor at all frequencies</u>
	<u>1 Hz-10 Hz</u>	<u>10 HZ-50Hz</u>	<u>50Hz-100 Hz</u>		
<u>Building used for commercial purposes, industrial buildings</u>	<u>20 mm/s</u>	<u>20-40 mm/s</u>	<u>40-50 mm/s</u>	<u>40 mm/s</u>	<u>10 mm/s</u>
<u>Dwellings and buildings of similar design and/or occupancy</u>	<u>5 mm/s</u>	<u>5-15 mm/s</u>	<u>15-20 mm/s</u>	<u>15 mm/s</u>	<u>5 mm/s</u>
<u>Structures that, because of their particular sensitivity to vibration, cannot be classified under the above two rows and are of great intrinsic value</u>	<u>3 mm/s</u>	<u>3-8 mm/s</u>	<u>8-10 mm/s</u>	<u>8 mm/s</u>	<u>2.5 mm/s</u>

\*Vibration that does not occur often enough to cause material fatigue and whose development over time and duration is not suitable for producing a significant increase in vibration due to resonance in the particular structure.

#### Accidental Discovery Condition

B17. The accidental discovery rules in the Auckland Unitary Plan: Operative in Part apply for the discovery of sensitive material, including human remains and kōiwi, archaeological sites, Maori cultural artefacts/taonga tūturu and lava caves greater than 1 m in diameter.

## **Traffic Management Plan**

B18. The requiring authority shall prepare a Construction Traffic Management Plan (CTMP). At least twenty (20) working days prior to commencement of construction, the Requiring Authority shall submit the CTMP to the Team Leader North West Monitoring for certification that the CTMP gives effect to the objectives in Condition B19 and complies with the requirements in Condition B20.

B19. The objectives of the CTMP are to:

- a) Provide for the safety of everyone at all times;
- b) Ensure best practicable measures are undertaken to maintain access at all times to/from adjacent properties;
- c) Minimise disruption from construction traffic on occupants of adjacent properties;
- d) Provide for prior engagement with stakeholders when access to properties will be affected by construction traffic; and
- e) Provide a mechanism for addressing queries and responding to complaints.

B20. The CTMP shall include:

- a) For each Project stage and/or construction area, the traffic management measures that will be required to be implemented;
- b) A mechanism and nominated stakeholder manager who is responsible for receiving, addressing and monitoring queries and responding to complaints in relation to the construction works;
- c) Provision of appropriate ingress and egress routes to/from the site for the construction vehicles, including confirmation of appropriate heavy vehicles layover areas and over-dimensional vehicle routes. The operation of the heavy vehicles layover area shall not impede the travel of passing vehicles and cyclists;
- d) Confirmation of typical numbers of heavy vehicle movements throughout the day;
- e) Restriction on parking for workers on construction sites, with parking prioritised for minor trades (i.e. those needing to bring tools for specialist activities), car/van pooling, staff working outside standard hours and mobility impaired staff/visitors;
- f) Restriction on heavy vehicle movements/deliveries to and from the construction sites on weekdays (excluding public holidays) between 7am and 9am and between 4pm and 6pm unless included as part of a CTMP; and
- g) Processes for monitoring, and to enable review and amendment to the CTMP.

## **10 Old Pine Valley Road - Landscaping and Management Plan**

B21. The Requiring Authority shall prepare a Landscaping and Management Plan (LMP) for replacement planting of the Temporary Occupation areas within the land identified as Pt Lot 5 DP 136559 and Sec 8 SO 315843 at 10 Old Pine Valley Road unless an alternative solution is otherwise agreed between the Requiring Authority and the

landowner of 10 Old Pine Valley Road. The Requiring Authority shall submit the LMP to the Team Leader North West Monitoring for certification that the LMP gives effect to the objectives in Condition B22 and complies with the requirements in Condition B23.

B22. The objectives of the LMP are to:

- a) Provide replacement planting to mitigate the adverse effects on the visual amenity of the road from occupants of the land at 10 Old Pine Valley Road (Pt Lot 5 DP 136559, Sec 7 SO 315843 and Sec 8 SO 315843.);
- b) Ensure that batter slopes within the land identified as Pt Lot 5 DP 136559 and Sec 8 SO 315843 at 10 Old Pine Valley Road are planted with low maintenance planting to avoid the need for mowing of grass on batter slopes greater than 1:4;
- c) Ensure appropriate finishing to a minimum of a grassed surface to all other Temporary Occupation areas within the land identified as Pt Lot 5 DP 136559, Sec 7 SO 315843 and Sec 8 SO 315843 at 10 Old Pine Valley Road; and
- d) Ensure “like for like” replacement fencing is provided

B23. The LMP shall include:

- a) A plan of the planted area detailing the proposed plant species, plant sourcing, plant sizes at time of planting, plant locations, density of planting, and timing of planting;
- b) The provision of replacement planting for all trees removed from the Temporary Land Occupation areas within the property at a number no less than three (3) PB40 size or greater plants for every plant greater than 1m in height;
- c) A programme of establishment and post establishment protection and maintenance (fertilising, weed removal/spraying, replacement of dead/poorly performing plants, watering to maintain soil moisture), incorporating a post planting maintenance programme of no less than two (2) years; and
- d) The provision of replacement fencing where removed as a result of the project along newly formed boundaries to a standard of a seven (7) wire post and batten fence.

B24. Subject to approval from the landowner the planting must be:

- a) undertaken within the first planting season (May to September) following the completion of the occupation period
- b) fully implemented in accordance with the certified LMP; and
- c) maintained for the duration of two years in accordance with the provisions of the certified LMP.

In the event that the landowner declines a reasonable request for access to implement the certified LMP, the requirement for the Requiring Authority to undertake the works in accordance with the certified LMP does not apply.

### **36 Old Pine Valley Road - Stock Yards, Stock Loading Ramp and Stock Truck Access**

B25. The Requiring Authority shall prepare a Stock Yard and Access Plan (SYAP) for the land at 36 Old Pine Valley Road unless an alternative solution is otherwise agreed between the Requiring Authority and the landowner of 36 Old Pine Valley Road. The Requiring Authority shall submit the SYAP to the Council (Team Leader North West Monitoring) for certification that the SYAP gives effect to the objectives in Condition B26 and complies with the requirements in Conditions B27.

B26. The objectives of the SYAP are to:

- a) Ensure provisions for stock loading and unloading are available for the continued operation of the land for livestock farming use;
- b) Ensure that provisions for stock loading and unloading, including vehicle access crossing and gate are safe

B27. The SYAP shall include:

- a) Details of how a new stock yard, stock ramp and associated stock truck access will be provided to the "main parcel" of land at 36 Old Pine Valley Road.
- b) Details of the changes proposed to reposition the existing stock yard and stock ramp on the "severance parcel" of the land at 36 Old Pine Valley Road.

B28. Subject to agreement from the landowner to undertake the works, the certified SYAP must be fully implemented prior to the commencement of construction.

In the event that the landowner declines a reasonable request for access to implement the certified SYAP, the requirement for the Requiring Authority to undertake the works in accordance with the certified SYAP does not apply.

### **C. [deleted]**

## 1480 Pine Valley Road South and Dairy Flat Highway

Designation Number	1480
Requiring Authority	Auckland Transport
Location	<p>Dairy Flat Highway from the edge of the Northern Motorway northbound Silverdale off-ramp to the intersection of Dairy Flat Highway and Pine Valley Road, continuing up Pine Valley Road to the northern property boundary of 1731 Dairy Flat Highway:</p> <ul style="list-style-type: none"><li>• 1687 Dairy Flat Highway (Lot 1 DP 131154)</li><li>• 1700 Dairy Flat Highway (Pt Lot 1 DP 68886)</li><li>• 1731 Dairy Flat Highway (Sec 5 SO 315843, Sec 6 SO 315843, Pt Lot 1 DP 101886)</li><li>• 1732 Dairy Flat Highway (Pt Lot 2 DP 68886)</li><li>• The public road reserve on Pine Valley Road and Dairy Flat Highway</li></ul>
Lapse Date	12/11/2036

## Purpose

Construction, operation and maintenance of a road, cycleways, pedestrian paths and associated infrastructure.

## Conditions

### A. Definition of Terms

A1. In these conditions:

- a) “adjacent properties” means the properties at:
- (i) 10 Old Pine Valley Road;
  - (ii) 36 Old Pine Valley Road;
  - (iii) 1687 Dairy Flat Highway,
  - (iv) 1700 Dairy Flat Highway;
  - (v) 1731 Dairy Flat Highway;
  - (vi) 1732 Dairy Flat Highway;
  - (vii) 1738 Dairy Flat Highway;
  - (viii) Pt Allot 16 SO 18072 Old Pine Valley Road;
  - (ix) Lot 2 480626, Dairy Flat Highway; and
  - (x) Sec 6 SO 308591, Dairy Flat Highway.
- b) “affected parties” means the owners and occupiers of the properties at:

- (i) 10 Old Pine Valley Road;
  - (ii) 36 Old Pine Valley Road;
  - (iii) 1687 Dairy Flat Highway,
  - (iv) 1700 Dairy Flat Highway;
  - (v) 1731 Dairy Flat Highway; and
  - (vi) 1732 Dairy Flat Highway.
- c) "Auckland Transport roadside bioretention planting guide" means the latest Auckland Transport roadside bioretention planting guideline or other endorsed Auckland Council bioretention planting guide;
- d) "certify", "certification" and "certified" in relation to plans or management plans means assessed by Council staff acting in a technical certification capacity, and in particular as to whether the document or matter is consistent with, or sufficient to meet, the conditions of this designation in terms of the matters set out in the conditions;
- e) "Commencement of Construction" means commencement of any construction works for the Project or (as the case requires) commencement of any construction works for a part or stage of the Project. For the avoidance of doubt, it excludes site investigations, fencing, and any activities that do not need resource consent/are permitted activities;
- f) "Requiring Authority" means Auckland Transport;
- g) "Council" means the Auckland Council;
- h) "Infrastructure" means the road, cycleway, footpath, bridge, stormwater management devices, underground services, stormwater outlets, culvert and related works to be constructed by Auckland Transport;
- i) "Mana Whenua" means the following identified mana whenua groups excluding those who don't wish to engage on any particular subject:
- (i) Ngāi Tai ki Tāmaki - Ngāi Tai ki Tāmaki Tribal Trust
  - (ii) Ngāi Tai ki Tāmaki - Manuhiri Kaitiaki Charitable Trust
  - (iii) Ngāti Maru - Ngāti Maru Rūnanga Trust
  - (iv) Ngāti Pāoa - Ngāti Paoa Iwi Trust
  - (v) Ngāti Pāoa - Ngāti Paoa Trust Board
  - (vi) Ngāti Te Ata - Te Ara Rangatu o Te Iwi o Ngāti Te Ata Waiohua
  - (vii) Ngāti Wai - Ngāti Wai Trust Board
  - (viii) Ngāti Whanaunga - Ngāti Whanaunga Incorporated
  - (ix) Ngāti Whātua o Kaipara - Ngā Maunga Whakahii o Kaipara Development Trust
  - (x) Ngāti Whātua Ōrākei - Ngāti Whātua Ōrākei Trust



- (xi) Te Ākitai Waiohūa - Te Ākitai Waiohūa Iwi Authority
  - (xii) Te Kawerau a Maki - Te Kawerau Iwi Settlement Trust
  - (xiii) Te Patukirikiri - Te Patukirikiri Iwi Incorporation
  - (xiv) Te Rūnanga o Ngāti Whātua - Te Rūnanga o Ngāti Whātua
- j) "Planting Season" means the period between May and September;
  - k) "Project" means the construction, operation and management of the Infrastructure;
  - l) "Team Leader North West Monitoring" means the Team Leader North West Monitoring for the time being of the Council's Licencing and Regulatory Compliance Department.

### **Management Plan Certification Process**

A2. Conditions A3 to A8 below shall apply to all Management Plans required by these conditions.

A3. Management Plans shall be submitted to the Council (Team Leader North West Monitoring) for certification in writing. Management Plans shall be submitted at least twenty (20) working days prior to Commencement of Construction unless otherwise specified in the conditions. If the Council (Team Leader North West Monitoring) does not provide written certification or written notice of refusal to certify and recommended changes within twenty (20) working days the Management Plan shall be deemed certified.

*Advice Note: Any preliminary works that are permitted activities can be undertaken prior to any Management Plan(s) being certified.*

A4. Management Plans may be submitted in parts or in stages to address particular activities or to reflect a staged implementation of the Project, and when provided in part or for a stage shall be submitted at least twenty (20) working days prior to commencement of construction of that part of the stage unless otherwise specified in the conditions. Management Plans submitted shall clearly show the linkage with plans for adjacent stages and interrelated activities.

A5. Should the Council (Team Leader North West Monitoring) refuse to certify a Management Plan, or a part or stage of a Management Plan, in accordance with Condition A4 above, the Requiring Authority shall submit a revised Management Plan for certification as soon as practicable. The certification process shall follow the same procedures as outlined in Condition A3 above.

A6. Any certified/deemed certified Management Plan may be amended, if necessary, to reflect any minor changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to the Council (Team Leader North West Monitoring) in writing prior to implementation of the change. Where the Team Leader North West Monitoring determines in his or her discretion that those amendments once implemented would result in a materially different outcome to that described in the original plan Condition A7 shall apply.

A7. Any changes to a certified/deemed certified Management Plan involving a materially different outcome under Condition A6 shall be submitted to the Council (Team

Leader North West Monitoring) to certify that they comply with the applicable requirements of these conditions. Any material change must be consistent with the objectives of the relevant Management Plan and the requirements of the relevant conditions of these designations. Where a Management Plan was prepared in consultation with affected parties, any material changes to that Plan shall be prepared in consultation with those same parties.

- A8. All works shall be carried out in general accordance with the certified/deemed certified Management Plans. No works shall commence until written certification of a Management Plan has been received or the Management Plan has been deemed certified, unless otherwise approved in writing by the Council (Team Leader North West Monitoring).

**B. [deleted]**

**C. General Conditions**

**General conditions**

- C1. This designation will lapse 15 years from being operative in the Auckland Unitary Plan: Operative in Part unless:
- a) It is given effect to before the end of that period; or
  - b) The territorial authority resolves that the Requiring Authority has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation.
- C2. The scope and extent of the Stage 1 works (including the horizontal and vertical alignment of the carriageway) within the designation shall be generally in accordance with the updated Revision G set of plans contained in Appendix E of the Notice of Requirement dated 16/04/2021, unless an outline plan is submitted under section 176A(1) of the Resource Management Act 1991.
- C3. Stage 2 works will require the submission of an Outline Plan under section 176A(1) of the Resource Management Act 1991 unless not required in accordance with section 176A(2)(a) or (c) of the Resource Management Act 1991.

**Construction Environmental Management Plan**

- C4. The Requiring Authority shall prepare a Construction Environmental Management Plan (CEMP) for the works. The Requiring Authority shall submit the CEMP to the Council (Team Leader North West Monitoring) for certification that the CEMP gives effect to the objectives in Condition C5 and complies with the requirements in Conditions C6 to C8.
- C5. The objectives of the CEMP are to:
- a) Ensure that the construction works remain within the limits and standards approved under the designation and identify construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities; and
  - b) Give effect to the objectives in the management plans listed in Condition C6.

- C6. The CEMP shall incorporate or refer to the following management plans and documents:
- a) Construction Noise and Vibration Management Plan (CNVMP);
  - b) Earthworks Management Plan;
  - c) Accidental Discovery Protocol; and
  - d) Construction Traffic Management Plan (CTMP).
- C7. The CEMP shall provide details of the responsibilities, reporting frameworks, coordination and management required for effective site management. The CEMP shall provide information on the following matters:
- a) Construction quality assurance;
  - b) Construction works programming including:
    - (i) An outline construction programme; and
    - (ii) Confirmation of the proposed staging and sequence of construction;
  - c) Site management; and
  - d) Consultation and communications, including the methods for communicating and consulting with the adjacent or affected parties.
- C8. All personnel working on the site shall be made aware of the requirements contained in the CEMP. A copy of the certified CEMP shall be held on the site at all times while any activity associated with construction is occurring. The certified CEMP shall be implemented and maintained throughout the entire period of the works.

#### Construction Quality Assurance

- C9. This part of the CEMP requires the establishment of management frameworks, systems and procedures to ensure quality management of all on-site construction activities and compliance with the conditions of this designation. This section shall provide details on the following:
- a) Contact details of the contractor's site supervisor or project manager and the Requiring Authority's Project Liaison Person (phone, postal address, email address);
  - b) Confirmation of the construction methodology, including for permanent and temporary structures;
  - c) Methods and systems to inform and train all persons working on the site of potential environmental issues and how to avoid, remedy, or mitigate any potential adverse effects;
  - d) Procedures for ensuring that residents, businesses, network utility operators and road users in the immediate vicinity of construction areas are given prior notice of the Commencement of Construction and are informed about the expected duration and effects of the work;
  - e) Procedures for responding to, recording and reporting complaints about construction activities;

- f) Means of providing for the health and safety of the general public;
- g) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of construction materials and similar construction activities;
- h) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads or places adjacent to the work site/s;
- i) Measures to manage the potential impacts of construction lighting on residents and on local fauna;
- j) Procedures for the refuelling, cleaning, maintenance and storage of plant and equipment, and measures to avoid discharges of contaminants from these activities;
- k) Measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
- l) Procedures for incident management, monitoring and reporting including review and corrective and preventative action;
- m) Site clean-up following completion of works, including removal of construction materials, temporary structures;
- n) Maintenance of plant in a good state of repair so as not to produce excessive fumes or leakage of contaminants when parked or in operation; and
- o) Measures to monitor and minimise discharges of dust so that any offensive or objectionable effects are immediately identified and are mitigated.

#### Construction Works Programme

C10. This part of the CEMP is to ensure that the requiring authority has prepared a Stage 1 programme of works that will enable the Infrastructure and all other associated land based works, to be constructed in a manner that is timely, adequately co-ordinated and minimises the adverse effects of construction. This section shall, among other matters, provide details of the Stage 1 programme for the construction works.

#### **Construction Noise and Vibration Management Plan**

C11. The requiring authority shall prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed works. At least five (5) working days prior to Commencement of Construction, the Requiring Authority shall submit the CNVMP to the Council (Team Leader North West Monitoring) for certification that the CNVMP gives effect to the objectives in Condition C12 and complies with the requirements in Condition C13.

C12. The objectives of the CNVMP are to:

- a) Identify and implement the Best Practicable Option (BPO) for the management of all construction noise and vibration effects;
- b) Define the procedures to be followed where the noise and vibration standards (Conditions C14 & C15) are not met (following the implementation of the BPO);

- c) Set out the methods for scheduling works to minimise disruption; and
- d) Ensure engagement with affected receivers and timely management of complaints.

C13. The CNVMP shall include:

- a) A description of the works;
- b) Hours of operation, including a specific section on works at night (2230h - 0700h), incorporating clear definitions of the works undertaken at night (if any);
- c) Contact details for staff responsible for implementation of the CNVMP;
- d) The construction noise and vibration performance standards for the project;
- e) General construction practices, management and mitigation;
- f) Minimum separation distances from receivers for plant and machinery where compliance with the construction noise and vibration standards is achieved;
- g) Identification of affected sensitive receivers where noise and vibration performance standards apply;
- h) A specific section setting out the predicted noise and/or vibration levels, mitigation, monitoring and management measures (including communication with stakeholders and use of temporary noise barriers) that will be adopted for works which cannot comply with the project standards specified in Conditions C14 and C15; and
- i) A communication, consultation and complaints response protocol including specific provisions for determining the times that receivers are sensitive to noise and vibration and the extent to which high noise and vibration works can be scheduled around those times where practicable (including residential activities).

C14. Construction noise shall be measured and assessed in accordance with the provisions of New Zealand Standard NZS 6803: 1999 "Acoustics - Construction Noise" and comply with the following Project Standards unless otherwise provided for in any CNVMP (refer Condition 14):

Time of Week	Time Period (hrs)	Noise Limits	
		dB LAeq	dB LAFmax
<b>Building with activities sensitive to noise</b>			
Weekdays	0630 – 0730	55	70
	0730 – 1800	70	85
	1800 – 2000	65	80
	2000 – 0630	40	70
Saturdays	0730 – 1800	70	85
	1800 – 0730	40	70

Sundays and public holidays	0730 – 1800	50	80
	1800 – 0730	40	70
<b>Building with all other activities</b>			
All days	0730 – 1800	70	-
	1800 – 0730	75	-

### Advice Note

The CNVMP required by C11 authorises noise levels exceeding those set out in condition C14. The noise limits applying in condition C14 that apply between 1800 and 0730 on any day may only be exceeded by works that cannot be completed between 0730 and 1800 for practical reasons related to avoiding unreasonable traffic congestion during the day, or similar. These noise limits may not be exceeded for reasons related to shortening the construction timeframe or for making up lost time.

- C15. Where practical, construction vibration must comply with the vibration limits set out in the following Table A.

Table A – Construction Vibration Standards – Amenity:

Receiver	Time	Peak Particle Velocity Limit millimetres/second
Occupied activities sensitive to noise*	2200h-0700h	0.3mm/s PPV
	0700h-2200h	2mm/s PPV
Other occupied buildings	All times	2mm/s PPV

\*Any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centres, lecture theatres in tertiary education facilities, classrooms in education facilities and healthcare facilities with an overnight stay facility.

- a) Where compliance is not achievable following the adoption of the Best Practicable Option, the process in C15 b) must be applied. Construction vibration shall be measured and assessed in accordance with DIN4150-3:1999.
- b) If measured or predicted vibration from construction activities exceeds the limits of Table A, the Requiring Authority shall consult with the affected receivers to:
  - (i) Discuss the nature of the work and the anticipated days and hours when the exceedances are likely to occur; and
  - (ii) Determine whether the exceedances could be timed or managed to reduce the effects on the receiver.

The Requiring Authority shall maintain a record of these discussions and make them available to the Council on its request.

- C16. Construction vibration must comply with the vibration limits set out in the following Table B at all buildings and at all times.

Table B – Construction Vibration Standards – Building Damage

Type of Structure	Short-term Vibration*			Long-term Vibration	
	Peak particle velocity (PPV) on foundation, mm/s			PPV at horizontal plane of highest floor at all frequencies	PPV at horizontal plane of highest floor at all frequencies
	1 Hz-10 Hz	10 Hz-50Hz	50Hz-100 Hz		
Building used for commercial purposes, industrial buildings	20 mm/s	20-40 mm/s	40-50 mm/s	40 mm/s	10 mm/s
Dwellings and buildings of similar design and/or occupancy	5 mm/s	5-15 mm/s	15-20 mm/s	15 mm/s	5 mm/s
Structures that, because of their particular sensitivity to vibration, cannot be classified under the above two rows and are of great intrinsic value	3 mm/s	3-8 mm/s	8-10 mm/s	8 mm/s	2.5 mm/s

\*Vibration that does not occur often enough to cause material fatigue and whose development over time and duration is not suitable for producing a significant increase in vibration due to resonance in the particular structure.

### Accidental Discovery Condition

- C17. The accidental discovery rules in the Auckland Unitary Plan: Operative in Part apply for the discovery of sensitive material, including human remains and kōiwi, archaeological sites, Maori cultural artefacts/taonga tūturu and lava caves greater than 1 m in diameter.

### Traffic Management Plan

- C18. The requiring authority shall prepare a Construction Traffic Management Plan (CTMP). At least twenty (20) working days prior to commencement of construction, the Requiring Authority shall submit the CTMP to the Council (Team Leader North West Monitoring) for certification that the CTMP gives effect to the objectives in Condition C19 and complies with the requirements in Condition C20.

C19. The objectives of the CTMP are to:

- a) Provide for the safety of everyone at all times;
- b) Ensure best practicable measures are undertaken to maintain access at all times to/from adjacent properties;
- c) Minimise disruption from construction traffic on occupants of adjacent properties;
- d) Provide for prior engagement with stakeholders when access to properties will be affected by construction traffic; and
- e) Provide a mechanism for addressing queries and responding to complaints.

C20. The CTMP shall include:

- a) For each Project stage and/or construction area, the traffic management measures that will be required to be implemented;
- b) A mechanism and nominated stakeholder manager who is responsible for receiving, addressing and monitoring queries and responding to complaints in relation to the construction works;
- c) Provision of appropriate ingress and egress routes to/from the site for the construction vehicles, including confirmation of appropriate heavy vehicles layover areas and over-dimensional vehicle routes. The operation of the heavy vehicles layover area shall not impede the travel of passing vehicles and cyclists;
- d) Confirmation of typical numbers of heavy vehicle movements throughout the day;
- e) Restrictions on parking for workers on construction sites, with parking prioritised for minor trades (i.e. those needing to bring tools for specialist activities), car/van pooling, staff working outside standard hours and mobility impaired staff/visitors;
- f) Restrictions on heavy vehicle movements/ deliveries to and from the construction sites on weekdays (excluding public holidays) between 7am and 9am and between 4pm and 6pm unless included as part of a CTMP; and
- g) Processes for monitoring, and to enable review and amendment to the CTMP.

## Attachments

No attachments.



## 1550 Car Park - Custom Street West

Designation Number	1550
Requiring Authority	Auckland Transport
Location	73-83 Customs Street West, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 308, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Car park.

## Conditions

1. Development of the site shall comply with the underlying development controls including the special height control plane for the site.
2. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant section 168 of the Resource Management Act 1991; or
  - b. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1551 Car Park - Beresford Square

Designation Number	1551
Requiring Authority	Auckland Transport
Location	22-28 Beresford Square, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 309, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Car park.

## Conditions

1. The upper height limit of the designation is RL 65.065.
2. Development of the site shall comply:
  - a. With the underlying development controls including the special height controls for the site; and
  - b. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
    - i. A new notice of requirement, which shall be publicly notified pursuant section 168 of the Resource Management Act 1991; or
    - ii. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1553 Car Park - Upper Queen Street

Designation Number	1553
Requiring Authority	Auckland Transport
Location	20 Upper Queen Street, Auckland
Rollover Designation	Yes
Legacy Reference	Designation 311, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Car park.

### Conditions

1. Development of the site shall comply with the underlying development controls for the site.
2. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified, pursuant Section 168 of the Resource Management Act 1991; or
  - b. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

### Attachments

No attachments.

## 1554 Car Park - High Street

Designation Number	1554
Requiring Authority	Auckland Transport
Location	52-66 High Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 312, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Car park.

## Conditions

1. Development of the site shall comply with the underlying development controls for the site;
2. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant section 168 of the Resource Management Act 1991; or
  - b. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1555 Car park - Queen Street

Designation Number	1555
Requiring Authority	Auckland Transport
Location	299 Queen Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 313, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Car park, Civic Centre, Mayoral Drive and Greys Avenue: This designation provides for the operation, maintenance and development of the Civic Centre Carpark and ancillary activities. The principal activities of the Civic Centre Carpark comprise the provision of car parking for uses in and around the Civic Centre including the Civic Administration Building, West Bledisloe Building, Aotea Centre, Auckland Town Hall, Civic Theatre and Sky City Metro complex. The greater part of the roof of the designated car park facility supports Aotea Square and extends, in part, under the Aotea Centre and the Sky City Metro complex.

"Operation" involves the use of the largely underground structure for car parking and for ancillary facilities such as access to and from legal roads, vents and plant. For the avoidance of any doubt, the ticket office in the car park is an ancillary facility.

"Maintenance" involves replacement, repair, upgrading of the existing structure and the ancillary facilities within the designation boundary as required from time to time for the safe and efficient operation of the Civic Centre Carpark.

"Development" relates to provision of additional structures or facilities (within the designation boundary) for additional car parking.

### Conditions

1. The provisions of the Unitary Plan (with respect to the protection of heritage buildings) shall be adhered to (and any necessary resource consents obtained) where any works affecting the Auckland Town Hall, or within its Site Surrounds occurs.
2. The provisions of the Unitary Plan (with respect to the Concept Plan for Aotea Square) shall be adhered to (and any necessary resource consents obtained) where any works affecting the Public Open Space zone occurs.
3. The provisions of the Unitary Plan (with respect to the Arts, Civic and Entertainment Precinct) shall be adhered to (and any necessary resource consents obtained) where any works affecting the Precinct occurs.

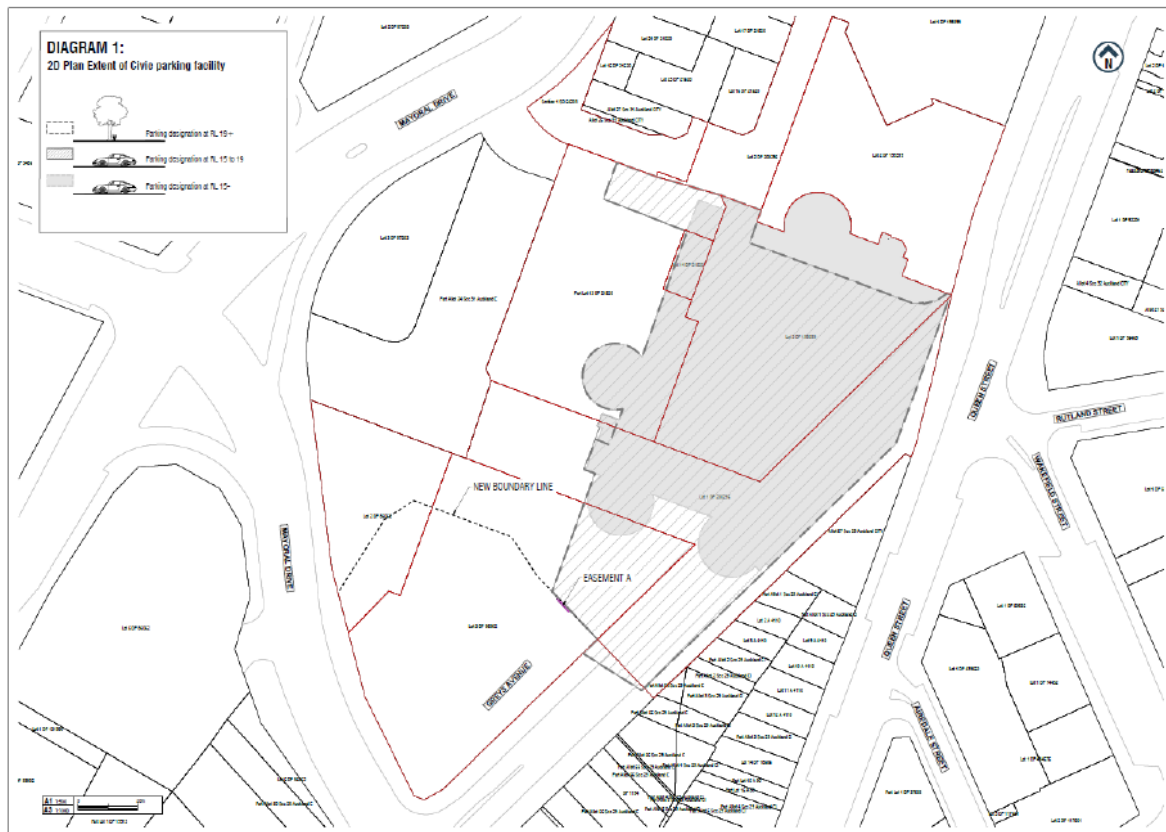
4. All activities, works and buildings not fully described and in the Notice of Requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified, pursuant Section 168 of the Resource Management Act 1991; or
  - b. A notice to alter the designation, pursuant to Section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of Section 181(3) of the Act.

## Attachments

Diagram 1 indicates the extent of the designation at each level.

### Information depicted on diagram within the text

- RL 19 +
- RL 15 to 19
- RL 15 -



## 1556 Britomart Station

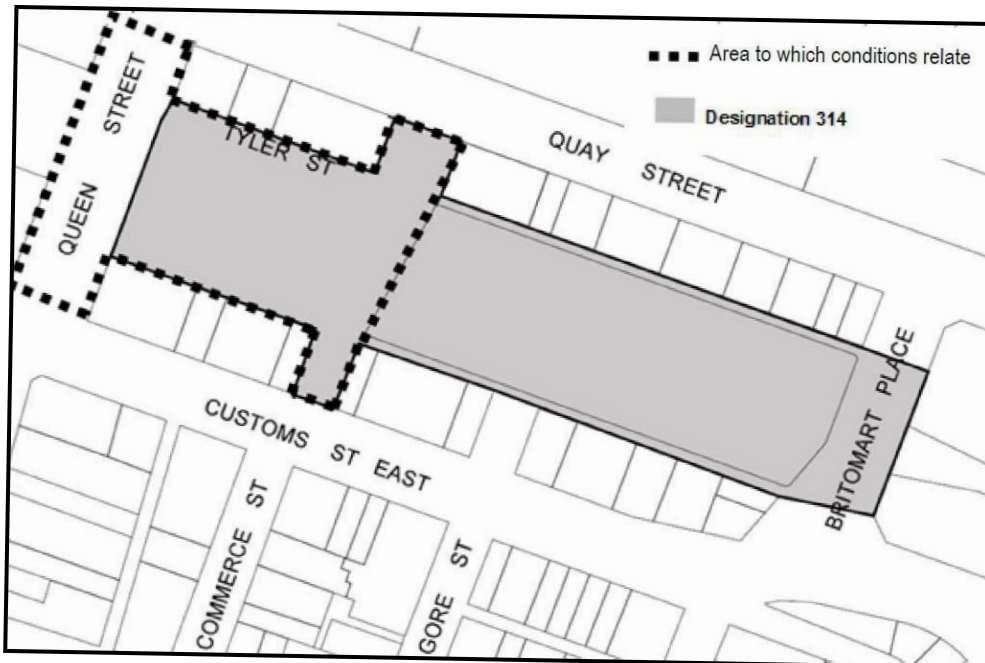
Designation Number	1556
Requiring Authority	Auckland Transport
Location	12 Queen Street to Britomart Place, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 314, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

This designation provides for the construction, operation and maintenance of a transport centre and the provision of a rail system. The centre comprises an underground Railway Station, attendant facilities and public access to the station through the main portal of the former Chief Post Office and at other access points. Above-ground features of the centre include the glazed annex to the Chief Post Office building, a series of skylights, ventilation stacks and other servicing plant and equipment.

## Conditions

The following conditions apply to the construction of modifications associated with the ongoing operation and maintenance of the transport centre described as the Britomart Transport Centre for the area identified on Figure 1 below:



**Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.**

### DEFINITIONS:

**Consult, Consulting, Consultation**

The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected and affected in-proximity parties, regarding those effects and proposals for the management and mitigation of them.

### **Fully operational traffic lane**

May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.

### **Two way access**

Access into and out from a site or a road. This access may include restrictions (eg left in, left out) where these are specified within the relevant conditions.

### **Sensitive Noise and Vibration Receivers**

Receivers that may be disturbed during rest, concentration, communication or prayer. These include (but are not limited to):

- Dwellings
- Offices
- Schools, including Child Care Centres and tertiary facilities
- Libraries
- Hospitals
- Rest Homes
- Marae and other Cultural Centres
- Churches
- Hotels or other accommodation facilities.

### **Best practicable option**

Has the meaning under the Resource Management Act 1991 and, for the purpose of these conditions, comprises the best practicable option for minimising the effects of any construction activity (including effects on the transport network or heritage values) on the receiver.

### **Historic Heritage**

Includes heritage buildings, sites and places identified in the New Zealand Heritage List or in the Auckland Council District Plan (Central Area Section) or specifically identified in these conditions.

### **Mana Whenua**

Mana whenua for the purpose of this designation are considered to be the following (in no particular order), who at the time of NoR expressed a desire to be involved in the City Rail Link Project:

- Ngāti Maru
- Ngāti Paoa
- Ngāi Tai ki Tāmaki
- Ngāti Te Ata
- Ngāti Whātua o Orākei
- Te Ākitai
- Te Kawerau o maki
- Ngāti Tamaoho

### **Material change**

Includes any amendment to information informing the CEMP or other Plan (including but not limited to methods, processes, procedures or details) which has the potential materially to increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

### **Peak Particle Velocity (PPV)**



The maximum component peak vibration level (in mm/s) measured in any of three orthogonal axes (vertical, transverse, longitudinal).

### **Delivery Work Plans**

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

- (a) Transport, Access and Parking (Condition 24);
- (b) Construction Noise and Vibration (Condition 28);
- (c) Historic Heritage – Built Heritage (Condition 29)
- (d) Historic Heritage – Archaeology (Condition 30)
- (e) Public Art (Condition 32);
- (f) Social Impact and Business Disruption (Condition 33);
- (g) Air quality (Condition 33A);
- (h) Urban Design (condition 33B); and
- (i) Track Form Design (Condition 33D)

### **The Project**

The construction works and temporary accommodation of Station Plaza as described in section 3 of the NoR AEE.

### **Railway Station**

Means the Britomart Train Station and includes platforms, rail lines, attendant facilities and all public accesses.

### **Track Form**

The elements between the rails and the tunnel track bed.

### **ABBREVIATIONS**

AEE:	Assessment of Environmental Effects
CEMP:	Construction Environmental Management Plan
CPO:	Chief Post Office
DWP:	Delivery Work Plan
HNZPT:	Heritage New Zealand Pouhere Taonga
NoR:	Notice of Requirement
ONVMP:	Operational Noise and Vibration Management Plan
PPV:	Peak Particle Velocity
RMS:	Root Mean Square

### **GENERAL CONDITIONS**

#### **Condition No 1**

1.1 Except as modified by the conditions below and subject to final detailed design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the NoR dated May 2015 and supporting documents (as updated by information provided by the Requiring Authority up until the close of the Hearing) being:

- (a) AEE dated May 2015 (Volume 1);
- (b) The Design and Construction Report dated May 2015 (Volume 2);
- (c) Supporting environmental assessment reports dated May 2015 (Volumes 2 and 3);
- (d) Plan sets:
  - (i) Land requirement plan dated May 2015 in Appendix O (Volume 3)
  - (ii) Plans contained in Appendix O (Volume 3)

1.2 Where there is inconsistency between:

(a) The documents provided by the Requiring Authority listed above and these conditions, these conditions shall prevail.

(b) The information and plans lodged with the requirements and presented at the Council Hearing, the most recent information and plans shall prevail

(c) The evidence presented at the Council Hearing and the management plans (DWPs, CEMP, etc.) required by the conditions of this designation and submitted through the Outline Plan, the requirements of the management plans shall prevail

### **Condition No 2**

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), the designation shall lapse if not given effect to within 10 years from the date on which it is confirmed.

### **Condition No 3**

3.1 As soon as Reasonably practicable following the completion of the works enabled under this designation, the Requiring Authority shall:

(a) Review the area of land designated for the Britomart Transport Centre.

(b) Identify any areas of designated land that are either no longer necessary for construction activities associated with the Project, or no longer necessary for the on-going operation and/or maintenance of the Britomart Transport Centre or for on-going mitigation measures, specifically the area identified as Construction Support Area B in lower Queen Street.

(c) Give notice in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

3.2 The Station Plaza Accommodation shall be removed within one year of completion of the Project works.

### **Condition No 4**

4.1 The following construction activities shall not commence and machinery shall not be used on or within the Chief Post Office Building until the building is vacated by all tenants:

(a) Hand held jackhammer.

(b) Cutting and sawing of basement and lower basement slabs.

(c) Light Rockbreaker (i.e. excavator with rockbreaker): 300 kg, 5T to 12T

(d) Piling.

(e) Scraping and excavating (i.e. backhoe with bucket).

4.2 The Requiring Authority shall provide written confirmation to Auckland Council that the Chief Post Office Building has been vacated, prior to the construction activities and/ or machinery listed in (a) to (e) commencing.

**Advice note:** For the purpose of this condition “tenant” shall not include occupation by contractors undertaking the works on the City Rail Link project

## **5. Appointment of Communication and Consultation Manager**

5.1 Within three months of confirmation of the designation, the Requiring Authority shall appoint a Communication and Consultation Manager to implement the Pre-construction Communication and Consultation Plan (Condition 6). The Communication and Consultation Manager shall be the main and readily accessible point of contact for persons affected by or interested in the Project until the commencement of the construction phase of the Project, or the contact person under Condition 15 is appointed.

5.2 The Communication and Consultation Manager's contact details (or, if appointed under Condition 15, that contact person's details) shall be listed in the Pre-construction Communication and Consultation Plan, on the Requiring Authority website, and on the Auckland Council website.

## **6. Pre-Construction Communication and Consultation Plan**

6.1 The objective of the Pre-construction Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders (including Heritage New Zealand Pouhere Taonga and Auckland Council's Built Heritage Unit), affected parties and affected in- proximity parties prior to the commencement of construction of the Project.

6.2 The Requiring Authority shall prepare a Pre-Construction Communication and Consultation Plan. The Plan shall be submitted to Auckland Council's Major Infrastructure Projects Team Manager within 2 months of the Designation being confirmed, for confirmation that the Plan has been prepared in accordance with conditions 6.1 and 6.5 to 6.7.

6.3 The Plan shall be implemented and complied with from its confirmation under condition 6.2 until the commencement of construction of the Project.

6.4 The Plan shall set out recommendations and requirements (as applicable) that should be adopted by and/or inform the development of the CEMP and DWPs.

6.5 The Pre-construction Communication and Consultation Plan shall set out how the Requiring Authority will:

(a) Inform the community of Project progress and likely commencement of construction works and the programme.

(b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the Project.

(c) Seek (and specify reasonable timeframes for) feedback and input from Stakeholders, directly affected and affected in-proximity parties regarding the development of the CEMP and DWPs.

(d) Respond to queries and complaints. Information shall include but not be limited to:

(i) Who is responsible for a response;

(ii) How a response will be provided; and

(iii) The timeframes within which a response will be provided.

(e) Where feedback (in accordance with this condition) is provided, the Pre-construction Communication and Consultation Plan shall articulate how that feedback has informed the development of the CEMP and DWPs and, where it has not, the reason/s why.

6.6 The Pre-Construction Communication and Consultation Plan shall be prepared in consultation with stakeholders, directly affected parties and affected in- proximity parties including, but not limited to:

(a) All property owners and occupiers identified within the designation footprint

(b) All property owners and occupiers adjacent to the Project construction area

(c) Heritage New Zealand Pouhere Taonga

(d) Network Utility Operators; and

(e) Community Liaison Group(s) (refer Condition 8).

6.7 The Pre-construction Communication and Consultation Plan shall, as a minimum, include:

(a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.

(b) Details of the Communication and Consultation Manager for the pre- construction period (Condition 5 of this designation) including contact details (phone, email and postal address).

(c) The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected in-proximity parties and other interested parties. Such methods shall include but not be limited to:

(i) Newsletters.

(ii) Newspaper advertising.

- (iii) Notification and targeted consultation with stakeholders, affected parties and affected in-proximity parties.
  - (iv) The use of the project website for public information.
  - (d) The methods for communicating and consulting with mana whenua for the implementation of mana whenua principles for the project (refer to condition 9).
  - (e) The methods for communicating and consulting with the Community Liaison Group(s).
  - (f) How communication and consultation activity will be recorded.
  - (g) Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the Project.
- 6.8 The Pre-construction Communication and Consultation Plan will be publicly available once finalised for the duration of construction.

## **7. Network Utility Operators**

7.1 In the period before construction begins on the Project, the following activities undertaken by Network Utility Operators will not prevent or hinder the Project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:

- (a) Maintenance of and urgent repair works to existing Network Utilities.
- (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations.
- (c) Minor works such as new property service connections.
- (d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Britomart Transport Centre designation.

7.2 For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- (a) In place at the time the notice of requirement for the Project was served on Auckland Council; or
- (b) Undertaken in accordance with this condition or the section 176(1) (b) RMA process.

## **8. Community Liaison Group**

8.1 Within three months of confirmation of the designation, the Requiring Authority shall, in consultation with the Auckland Council, establish a Community Liaison Group ("Group") for the Project.

8.2 Membership of the Group shall include representative(s) of the Requiring Authority and be open to all directly affected and affected in-proximity parties to the Project including, but not limited to the following:

- (a) Representative(s) for and/or directly affected and affected in-proximity property owners and occupiers.
- (b) CBD Residents Advisory Group.
- (c) Heart of the City.

8.3 In addition to the requirements in Condition 6, the purpose of the Group shall be to:

- (a) Provide a means for receiving regular updates on Project progress.
- (b) Monitor the effects of constructing the Project on the community by providing a regular forum through which information about the Project can be provided to the community.
- (c) Enable opportunities for concerns and issues to be reported to and responded by the Requiring Authority.
- (d) Provide feedback on the development of the CEMP and DWPs.

8.4 The Requiring Authority will consult with the Group in respect of the development of the CEMP and DWPs.

8.5 The Requiring Authority shall appoint one or more persons appropriately qualified in community consultation as the Community Consultation Advisor(s) to:

- (a) Provide administrative assistance to the Group.
- (b) Ensure the Group is working effectively (including the development of a Code of Conduct) with appropriate procedures for the Group.
- (c) Act as a community consultation advisor to the Group.

8.6 The Requiring Authority will use its best endeavours to ensure that the Group meets at least annually until the commencement of construction and then at least once every three months or as otherwise required once construction commences.

8.6A The Requiring Authority shall provide the Group with vibration monitoring data relating to the buildings listed in Appendix 1 as required under conditions 26, 27, 28, 34 upon request.

8.7 Once construction has commenced the Requiring Authority will provide an update at least every three months (or as otherwise agreed) to the Group on compliance with these conditions, the CEMP and DWPs and any material changes to these plans.

8.8 The Requiring Authority shall provide reasonable administrative support for the Group including organising meetings at a local venue, inviting all members of the Group, as well as the taking and dissemination of meeting minutes.

8.9 The Group shall continue for the duration of the construction phase of the Project and for six months following completion of the Project.

## **9. Mana Whenua Consultation**

9.1 Within three months of confirmation of the designation the Requiring Authority shall establish a kaitiaki or mana whenua forum to provide for an on- going role for mana whenua in the design and construction of the Project.

9.2 The frequency at which the forum meets shall be agreed between the Requiring Authority and mana whenua.

9.3 The role of the mana whenua forum may include the following:

- (a) Input into the preparation of the CEMP and DWPs.
- (b) Working collaboratively with the Requiring Authority in relation to built heritage and archaeological matters.
- (c) Undertaking kaitiakitanga responsibilities associated with the Project, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the Project.

9.4 The mana whenua forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the project.

## **10. Network Utility Operator Liaison**

10.1 The Requiring Authority and its contractor shall:

- (a) Work collaboratively with Network Utility Operators during the development of the detailed design for the Project to provide for the ongoing operation and access to network utility operations.
- (b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology and duration being known.
- (c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP (Condition 23) and DWPs in relation to management of adverse effects on Network Utility Operations.

10.2 A summary of communication and consultation undertaken between the Requiring Authority and

Network Utility Operators prior to construction commencing shall be provided as part of the Outline Plan.

10.3 The Requiring Authority shall undertake on-going communication and consultation with Network Utility operators throughout the duration of construction, including in relation to changes envisaged by Conditions 21 and 22 affecting Network Utility Operations to ascertain whether or not any changes or updates to the CEMP Network Utilities section are required to address unforeseen effects.

## **CONSTRUCTION CONDITIONS**

### **11. Outline Plan Requirements**

11.1 The Requiring Authority shall submit an Outline Plan to the Auckland Council for the construction of the Project in accordance with section 176A of the RMA. The Outline Plan shall include:

- (a) The Communication and Consultation Plan (Condition 16.4)
- (b) The Construction Environmental Management Plan (CEMP).
- (c) Delivery Work Plans (DWPs).
- (d) Any other information associated with the construction of the Project required by these conditions.

11.2 The plans listed in Condition 11.1 above must clearly document the comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in-proximity parties, and any recommendations received as part of the Independent Peer Review Panel process (where applicable), along with a clear explanation of where any affected party comments or peer review recommendations have not been incorporated.

11.3 The Requiring Authority may choose to give effect to the conditions which relate to the construction of the Project:

- (a) Either at the same time or in parts;
- (b) By submitting one or more:
  - (i) Communication and Consultation Plans
  - (ii) CEMP and/or
  - (iii) DWPs.

11.4 The plans in condition 11.3(b) should clearly show how the part integrates with adjacent or other construction works and interrelated activities (e.g. City Rail Link).

11.5 Early engagement must be undertaken with Auckland Council in relation to preparation and submission of the Outline Plan, in order to establish a programme for the Outline Plan process and to ensure achievable timeframes for both parties.

11.6 All works shall be carried out in accordance with the Outline Plan required by this condition.

### **12. Independent Peer Review of CEMP and DWPs**

12.1 Prior to submitting the CEMP and DWPs to Auckland Council for the construction of the Project, the Requiring Authority shall engage suitably qualified independent specialists agreed to by Auckland Council to form an Independent Peer Review Panel. The purpose of the Independent Peer Review Panel is to undertake a peer review of the CEMP and the DWPs, and provide recommendations on whether changes are required to the CEMP and DWPs in order to meet the objective and other requirements of these conditions.

12.2 The CEMP and DWPs must clearly document the comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in-proximity parties, along with a clear explanation where any comments have not been incorporated. This information must be included in the CEMP and DWPs provided to both the independent peer reviewer and Auckland Council as part of this condition.

12.3 The CEMP and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the independent peer reviewers have been incorporated, and, where they have not, the reasons why not.

12.4 In reviewing the Outline Plan submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer review undertaken in accordance with this condition and any additional information provided to Auckland Council by affected parties

### **13. Availability of Outline Plan(s)**

13.1 For the duration of construction the following plans and any material changes to these plans shall be made available for public viewing on the Requiring Authority's web site:

- (a) CEMP
- (b) DWPs
- (c) Communication and Consultation Plan.

13.2 A copy of these Plans will also be held and made available for viewing at the main Project construction site.

### **14. Monitoring of Construction Conditions**

14.1 The Requiring Authority, its contractor team, and the Auckland Council Consent Monitoring officer(s) shall establish and implement a collaborative working process for dealing with day to day construction processes, including monitoring compliance with these conditions and with the CEMP and DWPs and any material changes to these plans associated with construction of the Project.

14.2 This collaborative working process shall:

- (a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.
- (b) Have a "key contact" person representing the Requiring Authority and a "key contact" person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s).
- (c) The "key contacts" shall be identified in the CEMP and shall meet at least monthly with the Auckland Council Consent Monitoring officer(s) unless a different timeframe is agreed. The purpose of the meeting is to:
  - (i) Report on compliance with these conditions and with the CEMP, DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.
  - (ii) Identify and agree:
    - (a) That material changes have occurred or are required that require a review of the CEMP or DWPs in accordance with Condition 21. The key contacts shall provide the Auckland Council Consent Monitoring officer(s) written confirmation that a material change has occurred or is required and;
    - (b) Which receivers are affected parties.
    - (d) Once construction has commenced, the Requiring Authority and / or the contractor shall provide an update to the Community Liaison Groups (Condition 8) at least once every 3 months, or if in accordance with Condition 8 these groups meet more regularly, at least once every two months.

14.3 The purpose and function of the collaborative working process is to:

- (a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:
  - (i) The works authorised under this designation are being carried out in compliance with the designation conditions, the CEMP, DWPs and any material changes to these plans.
  - (ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP and DWPs and any material changes to these plans.
- (b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP or DWPs, which are not material changes requiring approval under Condition 11 triggering the requirement for a new Outline Plan, can be required, reviewed and confirmed.
- (c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP or DWP.

(d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and the adequacy of the measures adopted to respond to these.

## **COMMUNICATION AND CONSULTATION**

### **15. Contact Person**

15.1 The Requiring Authority shall make a contact person available 24 hours, seven days a week for the duration of construction for public enquiries on the construction works.

### **16. Communication and Consultation Plan**

16.1 The objective of the Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in- proximity parties during the construction of the Project.

16.2 The Requiring Authority shall prepare a Communication and Consultation Plan which shall be implemented and complied with for the duration of the construction of the Project.

16.3 The Communication and Consultation Plan shall set out how the Requiring Authority will:

(a) Inform the community of construction progress and future construction activities and constraints that could affect them.

(b) Provide early information on key Project milestones.

(c) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in-proximity parties regarding the development (as part of the review process provided by Condition 21) and implementation of the CEMP or DWPs.

(d) Respond to queries and complaints including but not limited to:

(i) Who is responsible for responding to feedback and inputs;

(ii) How responses will be provided; and

(iii) The timeframes within which responses will be provided.

16.4 The Communication and Consultation Plan shall, as a minimum, include:

(a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.

(b) The Communication and Consultation Manager for the Project including contact details (phone, email and postal address).

(c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:

(i) All property owners and occupiers within the designation footprint;

(ii) All property owners and occupiers adjacent to the Britomart construction area;

(iii) Heritage New Zealand Pouhere Taonga;

(iv) Auckland Council's Built Heritage Unit;

(v) Community Liaison Group (refer Condition 8); and

(vi) Network Utility Operators, including the process:

a. To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities.

b. For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1) (b) of the RMA during the construction period.

c. For obtaining any supplementary authorisations, including but not limited to resource consents



(including those required under a National Environmental Standard) and easements.

d. For inspection and final approval of works by Network Utility Operators.

e. For implementing conditions 10, 21, 22, and 23 in so far as they affect Network Utility Operations.

(d) How stakeholders and persons affected by the project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints.

(e) How stakeholders and persons affected by the project (including Sensitive Noise and Vibration Receivers) will be consulted in the development and review of the CEMP and DWPs, including specifying reasonable timeframes for feedback.

(f) Methods for communicating in advance temporary traffic management measures and permanent changes to road networks and layouts to directly affected and in-proximity parties, bus (public and private) operators, taxi operators, bus users, and the general public.

(g) Methods for communicating in advance to surrounding communities (including Sensitive Noise and Vibration Receivers) which must be notified at least 24 hours in advance where construction activities are predicted to:

(i) Exceed the construction noise limits (refer Condition 25); or

(ii) Exceed a vibration limit (refer Conditions 26 and 27).

(h) Methods for communicating in advance proposed hours of construction activities outside normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours.

(i) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Condition 9).

(j) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and alternative routes or detours to be used.

(k) A list of stakeholders, directly affected and affected in-proximity parties to the construction works with whom communication will be undertaken.

(l) How communication and consultation activity relating to construction activities and monitoring requirements will be recorded.

16.5 The Communication and Consultation Plan shall also include (as relevant) linkages and cross-references to the CEMP and DWPs.

16.6 The Communication and Consultation Plan shall include a summary of the communication and consultation undertaken between the Requiring Authority and parties as required by the Pre-construction Communication and Consultation Plan, including any outstanding issues or disputes raised by parties.

The Communication and Consultation Plan shall be reviewed six monthly for the duration of construction and updated if required. Any updated Communication and Consultation Plan shall be provided to the "key contacts" (see Condition 14) and the Auckland Council Consent Monitoring officer for review and agreement on any further action to be undertaken.

Any further action recommended as a result of this review shall be undertaken by the Communication and Consultation Manager for the Project and confirmation of completion provided to the Auckland Council Consent Monitoring officer.

If, in the course of amendments undertaken as part of the review process, a material change to the Communication and Consultation Plan is made, those parties affected by the change shall be notified within 1 month of the material change occurring.

## **17. Concerns and Complaints Management**

17.1 Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate a process to address concerns or complaints received about adverse effects. This process shall:

(a) Identify of the nature of the concern or complaint, and the location, date and time of the alleged event(s).

- (b) Acknowledge receipt of the concern or complaint within 24 hours of receipt
- (c) Respond to the concern or complaint in accordance with the relevant management plan, which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

17.2 A record of all concerns and / or complaints received shall be kept by the Requiring Authority. This record shall include:

- (a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (c) Known Project construction activities at the time and in the vicinity of the concern or complaint.
- (d) Any other activities in the area unrelated to the Project construction that may have contributed to the concern or complaint such as non- Project construction, fires, traffic accidents or unusually dusty conditions generally.
- (e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

17.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the “key contacts” (see Condition 14).

17.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

17.5 Upon receiving records of the complaint, the Auckland Council Compliance Monitoring Officer may determine whether a review of the CEMP and/or DWPs is required under Condition 21 to address this complaint. The Auckland Council Compliance Monitoring Officer may advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

## **CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP) AND DELIVERY WORK PLANS (DWPS)**

### **18. Preparation, Compliance and Monitoring**

18.1 The objective of the CEMP and DWPs is to avoid, remedy or mitigate any adverse effects (including cumulative effects) associated with the Project construction, so far as is reasonably practicable.

18.2 All works must be carried out in accordance with the CEMP, the DWPs required by these conditions and in accordance with any changes to plans made under Condition 22.

18.3 The CEMP and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Project.

18.4 The DWPs shall give effect to the specific requirements and objectives set out in these designation conditions.

18.5 The CEMP shall include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the DWPs.

18.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Project, it shall meet the reasonable and direct costs of implementing such mitigation measures

## **19. CEMP Requirements**

19.1 In order to give effect to the objective in Condition 18.1, the CEMP must provide for the following:

- (a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager.
- (b) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring.
- (c) The procedure for a cultural heritage induction for all parties involved in excavation works on the Project site, as provided for in Condition 9.
- (d) A Travel Management Plan for each construction site outlining onsite car parking management and methods for encouraging travel to the site using forms of transport other than private vehicle to assist in mitigating localised traffic effects.
- (e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 14, 16 and 17.

19.2 The CEMP shall include details of:

- (a) The site or Project Manager and the Communication and Consultation Manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address).
- (b) The Document management system for administering the CEMP, including review and Requiring Authority / Contractor / Auckland Council requirements.
- (c) Environmental incident and emergency management procedures.
- (d) Environmental complaints management procedures (see also Condition 17).
- (e) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction and the works identified in the Urban Design DWP.
- (f) Specific details on demolition to be undertaken during the construction period.
- (g) Means of ensuring the safety of the general public.
- (h) Methods to assess and monitor potential cumulative adverse effects.
- (i) How Station Plaza, Tyler and Galway Streets will be reinstated upon completion of the Project in accordance with the Urban Design DWP (Condition 33B).

19.3 The Requiring Authority shall update, as necessary, the specific construction methodology for the works under the Chief Post Office building detailing how the works will be undertaken to avoid compromising the structural integrity of the existing structure including the foundation system.

The specific construction methodology shall be updated in consultation with Heritage New Zealand Pouhere Taonga and the Auckland Council's Built Heritage Implementation Unit. A record of this liaison and outcomes shall be included in the CEMP as part of the Outline Plan.

## **20. CEMP Construction Works Requirements**

20.1 In order to give effect to the objective in Condition 18.1, the CEMP shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and/ or where materials and construction machinery are to be used or stored:

- (a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas.
- (b) Methods for managing the control of silt and sediment within the construction area.
- (c) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures.
- (d) Measures to keep the construction area in a tidy condition in terms of disposal and storage of rubbish and unloading and storage of construction materials (including equipment).

- (e) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation.
- (f) Measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.
- (g) How the construction areas are to be fenced and kept secure from the public and the location and specification of any temporary acoustic fences and visual barriers.
- (h) Where practicable and without compromising their purpose, how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated in the screens and fences required by condition (g), to enhance public amenity and connection to the project.
- (i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets).
- (j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.
- (k) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.
- (l) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable.

## **21. Review Process for CEMP and DWPs**

21.1 The CEMP and DWPs shall be reviewed at least annually or as a result of a material change to the Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

- (a) Compliance with designation conditions, the CEMP, DWPs and material changes to these plans.
- (b) Any changes to construction methods.
- (c) Key changes to roles and responsibilities within the Project.
- (d) Changes in industry best practice standards.
- (e) Changes in legal or other requirements.
- (f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction.
- (g) Any comments or recommendations received from Auckland Council regarding the CEMP and DWPs.
- (h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 17.

21.2 The Requiring Authority shall provide the opportunity (and specify reasonable timeframes for) feedback and input from affected parties identified in condition 14.2(c) (ii) regarding the CEMP and DWP review process.

21.3 Any material change proposed to the CEMP and DWPs shall be subject to an independent peer review as required by Condition 12.

21.4 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

## **22. Update of CEMP and DWPs following Review**

22.1 Following the CEMP and DWPs review process described in Condition 21, the CEMP may require updating.

22.2 Any material change to the CEMP and DWP must be consistent with the purpose and objective of the relevant condition.

22.3 Affected parties and the Community Liaison Group must be notified of the review and any material change proposed to the CEMP and DWPs.

22.4 The CEMP and DWPs must clearly document the comments and inputs received by the Requiring Authority from affected parties about the material change, along with a clear explanation of where any comments have not been incorporated.

22.5 Following that review any material change proposed to the CEMP and DWPs relating to an adverse effect shall be submitted for approval to Auckland Council Compliance and Monitoring Officer, at least 10 working days prior to the proposed changes taking effect. If any changes are not agreed, the relevant provisions of the RMA relating to approval of outline plans shall apply.

### **23. Network Utilities**

23.1 To manage the adverse effects on Network Utilities operations during the construction of the Project, relevant matters in this condition shall be included in the CEMP.

23.2 The purpose of this section of the CEMP shall be to ensure that the construction of the Project adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing Network Utilities that traverse, or are in close proximity to, the designation during the construction of the Project.

23.3 For the avoidance of doubt and for the purposes of this condition an “existing Network Utility” includes infrastructure operated by a Network Utility Operator which was:

- (a) In place at the time the notice of requirement for the Project was served on Auckland Council; or
- (b) Undertaken in accordance with condition 7 of this designation or the section 176(1) (b) RMA process.

23.4 The CEMP shall be prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Project. The CEMP shall include as a minimum:

- (a) Cross references to the Communication and Consultation Plan for the methods that will be used to liaise with all Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation.
- (b) Measures to be used to identify accurately the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities.
- (c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
  - (i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities.
  - (ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- (d) Measures to be used to ensure the continued operation of Network Utility operations and the security of supply of the services by Network Utility Operators at all times.
- (e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Project.
- (f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilization measures), for earthworks in close proximity to existing Network Utilities.

- (i) Vibration management and monitoring for works in close proximity to existing Network Utilities.
- (j) Emergency management procedures in the event of any emergency involving existing Network Utilities.
- (k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Project to Network Utility Operators and the timing for providing these drawings.
- (l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP.

23.5 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP to manage the construction effects on the Operator's Network Utility operation, unless otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP along with reasons if the recommendation is not accepted.

## **TRANSPORT, ACCESS AND PARKING**

### **24. General Transport, Access and Parking**

24.1 A Transport, Access and Parking DWP shall be prepared to manage the adverse effects of construction of the Project on the transport network.

24.2 The objective of the Transport, Access and Parking DWP is, so far as is reasonably practicable, to avoid, remedy or mitigate the adverse effects of construction on transport, pedestrian safety and amenity, parking and property access. This is to be achieved by:

- (a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion.
- (b) Managing pedestrian safety and amenity.
- (c) Maintaining pedestrian access to private property at all times.
- (d) Providing on-going vehicle access to private property to the greatest extent possible

24.3 To achieve the above objective, the following shall be included in the Transport, Access and Parking DWP:

- (aa) The traffic management measures to be in general accordance with the draft temporary traffic management plans 4205003-CS2802 Rev B and 4205003CS2803 Rev B.
- (bb) The name, job title and contact details for the person who will be responsible for dealing with traffic congestion complaints.
  - (a) Details of proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided.
  - (b) Details of widening of footpaths resulting in:
    - (i) Road lane narrowing in Commerce Street.
    - (ii) Road lane narrowing in Galway Street and Tyler Street outside the CPO building.
  - (c) How the displacement of taxi parking spaces, mobility impaired parking spaces and short and long-term parking spaces will be mitigated through relocation generally in accordance with the Flow Transportation Specialists Transport Assessment, dated May 2015, Figure 10 Proposed Parking Plan, including but not limited to the temporary use of the bus stop located outside 2 Queen Street and 152 Quay Street for short term parking during the Project works construction period.
  - (d) How pedestrian circulation and safe movement will be maintained:
    - (i) On Commerce Street, between Tyler Street and Galway Street;
    - (ii) On Galway Street; and
    - (iii) At or adjacent to the intersections of Commerce Street with Customs Street and Quay Street.
  - (e) Details of the reversal of the direction of traffic flow along Tyler Street.

- (f) How disruption to the use of private property will be mitigated through:
  - (i) Ensuring pedestrian and cycle access to private property is retained at all times.
  - (ii) Providing vehicle access to private property as far as practicably possible at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure.
  - (iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.
- (g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
  - (i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring. The objective with regard to pedestrians is to ensure that satisfactory and safe movement is maintained, at or adjacent to the construction works.
  - (ii) With regard to public transport, prioritisation could also apply beyond intersections where travel time savings can be achieved.
  - (iii) Relocating bus stops and taxi stands to locations which, as far as practicably possible, minimise disruption.
  - (iv) Identifying alternate heavy haul routes where these are affected by construction works
- (h) Details of the management of pedestrians on the footpath in the case of an emergency in or evacuation of a building immediately adjacent to a work site.
  - (i) Details of how general traffic access along lower Queen Street will be managed in light of the requirement to remove the current general traffic prohibition at the Lower Queen Street / Quay Street intersection.
  - (j) Cross references to the specific sections in the Communication and Consultation Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.
- (k) How traffic control, monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, shall be carried out during six week periods at the commencement of the following Project construction phases:
  - (i) Site preparation and Station Plaza accommodation works
  - (ii) Britomart Station modification works (including work to the CPO building).
- (l) Detailing the purpose of the monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, which is to identify the need and make up of ongoing temporary traffic control during the Project construction period, in these locations, if required.
- (m) Inclusion of the following requirements:
  - (i) Traffic surveys shall be undertaken by a suitably qualified independent person, 3 months prior to construction of the Project commencing to establish a baseline of existing transport congestion.
  - (ii) Temporary traffic control measures shall be in place between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive, prior to works commencing on each construction phase and remain in place for six weeks. During this six week period:
    - a. Traffic monitoring/ surveys shall be undertaken by a suitably qualified independent person, during the first four weeks between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive to monitor construction traffic impacts on the identified intersections.
    - b. At the conclusion of the four week monitoring period a written report shall be prepared by a suitably qualified independent person describing the observations and providing recommendations for the make-up of ongoing temporary traffic control during the Project construction period if required. The recommendations of the report are binding on the Requiring Authority. This report shall be available prior to the six week temporary traffic control period ending.
    - c. The report required by condition 24.3(m) (ii) (b) shall be provided to all property owners and occupiers of the sites that are identified in Appendix 2, in accordance with condition 16.4(c).

24.4 No permanent closure of Tyler Street and Galway Street will be undertaken during the construction of the project.

24.5 Temporary full width road closure of Tyler Street and Galway Street shall be limited to no more than 10 closures per annum per road and restricted to the length of Tyler and Galway Streets running between the eastern façade of the Chief Post Office and Commerce Street.

24.6 Temporary full width road closures shall be for no longer than any continuous period of three hours in any 12 hour period. Any closure for any longer period shall be limited to a maximum of eight hours between the hours of 11pm and 7am, Monday to Sunday.

24.7 Any temporary full width road closure for three hours or less shall be upon 24 hours prior notice, and the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party.

24.8 Any temporary full width road closure in excess of three hours shall require 72 hours prior notice, the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 72 hours in advance, and will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.

24.9 Communication and consultation of the advance notice of any temporary full width road closures shall be undertaken with all property owners and occupiers of the sites that are identified in Appendix 2 to the Designation, in accordance with condition 16.4(c).

24.10 Where an affected party unexpectedly finds his/her vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative.

24.11 If the Requiring Authority receives complaints from the public regarding the achievement of satisfactory and safe pedestrian movement being maintained, at or adjacent to the construction works, then these complaints shall be investigated.

If the complaints are considered by the Requiring Authority/ Council to be justified, then mitigation measures shall be considered by the Requiring Authority which could include, but should not be limited to

- (a) providing fencing to guide pedestrian movement, or
- (b) modifying signal timings and phases for the benefit of pedestrians, where reasonably practicable at that time.

24.12 The Requiring Authority shall ensure that access to and egress from the Quay Street entrance to the Britomart carpark (located at 88 Quay Street) is maintained by installing a “keep clear” marking across the Britomart carpark entry/exit.

24.13 The Requiring Authority shall ensure that no trucks larger than a 11.5m rigid truck travel to or from or make deliveries to or from the respective work site areas between the hours of 7.30am to 9.30am and 3pm to 6pm.

24.14 Methods to restrict project construction vehicles using Tyler Street and Galway Street east of Commerce Street for the duration of the construction of the Project.

## **NOISE AND VIBRATION**



**25. Project Standards - Construction Noise**

25.1 Subject to condition 25.2 construction noise shall comply with the following Project Standards:

Receiver Type	Monday to Saturday 0700-2200	Sundays and PublicHolidays 0700-2200	At all other times 2200-0700
Occupied commercial and industrial buildings (including offices)	75dB LAeq	75dB LAeq	75dB LAeq
Sensitive receivers (excluding offices)	1 75dB LAeq 90dB LAFmax	2 65dBLAeq 80dB LAFmax	3 60dBLAeq 75dB LAFmax

25.2 Where the limits in 25.1 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented (Condition 28).

The best practicable option, as defined in the Construction Noise and Vibration DWP must be implemented (Condition 28).

25.3 Construction noise shall be measured and assessed in accordance with the provisions of NZS 6803:1999. The measurement and assessment location is external to the buildings at 1m from the façade.

**26. Project Standards - Construction Vibration**

26.1 Construction vibration shall comply with the following Project Standards for building damage:

Type of Structure	Short term (transient) vibration 1			Long-term (continuous) vibration	
	1-10Hz (mm/s)	10-50Hz (mm/s)	50-100Hz (mm/s)	PPV at horizontal plane of highest floor (mm/s)	PPV at horizontal plane of highest floor (mm/s)
1. Commercial Industrial	20	20-40	40-50	40	10
2. Residential School	5	5-15	15-20	15	5
3. Structures that are historic (of intrinsic value) and are sensitive structures	3	3-8	8-10	8	2.5

26.2 Line 1 of the above table shall apply to the Britomart Transport Centre with the exception of those elements listed in 26.3.

26.3 Line 2 shall apply to the CPO's masonry façade. In accordance with Standard DIN 4150-3:1999, measurements shall be made as close as practicable to the masonry façade at both the level of the foundations supporting the masonry façade and at the level of the CPO's highest floor (refer to Appendix 3).

Note:

1. Standard DIN 4150-3:1999 defines short-term (transient) vibration as "vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated". Long-term (continuous) vibration is defined as all other vibration types not covered by the short-term vibration definition.

26.4 Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999.

26.5 Where the limits in 26.1 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented for that receiver (Condition 28 (h) and (i)), provided that Condition 28.3(p) is complied with.

### **27. Project Standards - Construction Vibration (Amenity)**

27.1 Between the hours of 10pm and 7am vibration generated by construction activities shall not exceed:

- (a) a Peak Particle Velocity (PPV) of 0.3mm/s when measured at any part of the floor of any bedroom;
- (b) a noise level of 35 dB LAeq (15min) when measured in any bedroom.

27.2 Between the hours of 7am and 10pm vibration generated by construction activities shall not exceed:

- (a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and
- (b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms);

27.3 The limits in 27.1 and 27.2 shall be investigated and applied only upon the receipt of a complaint from any building occupant. They shall not be applied where there is no identified concern from an occupant of a building.

27.4 Where the limits in 27.1 and 27.2 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented for that receiver (Condition 28).

### **28. Construction Noise and Vibration DWP**

For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.

28.1 A Construction Noise and Vibration DWP shall be prepared and implemented.

The objective of the Construction Noise and Vibration DWP is to provide for the development and implementation of identified best practicable options to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting from construction.

28.2 The Construction Noise and Vibration DWP shall:

- (a) Adopt the noise and vibration standards for construction set out in Conditions 25, 26 and 27 of this designation.
- (b) Be generally consistent with the draft Construction Noise and Vibration DWP submitted as part of the Notice of Requirement documentation.
- (c) Identify methods to achieve the best practicable option for mitigating adverse effects.

28.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- (a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects.
- (b) External piling and saw cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday
- (c) Exclusion of vibratory rolling and rock breaking during night-time periods (10pm to 7am) unless equipment trials confirm compliance can be achieved with Project criteria in condition 27.1.
- (d) A restriction on the use of sheet piling and vibratory rolling unless it can be demonstrated that any material damage to the CPO will be avoided.
- (e) Construction machinery and equipment to be used and their operating noise and vibration levels.
- (f) Acoustic hoardings shall be installed over all ground floor windows and doors of the Chief Post Office prior to construction commencing.
- (g) Mobile acoustic enclosures shall be used for concrete cutting activities if this is the Best Practicable Option and in accordance with health and safety procedures.
- (h) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 25, 26 and 27 of this designation.
- (i) Identification of each activity that is predicted to exceed or measured to exceed the limits in conditions 25, 26 or 27 and the best practicable option to minimise adverse effects from those construction activities that is generally consistent with section 8.3 of the draft Construction Noise and Vibration DWP submitted as part of the NoR documentation.
- (j) The timing of construction activities that are likely to create an adverse noise and vibration effect.
- (k) The location of sensitive noise and vibration receivers.
- (l) A record of communication and consultation with sensitive receivers. The record must include a clear explanation where any comments from sensitive receivers have not been incorporated in the Construction Noise and Vibration DWP, and the reasons why not. This information must be included in the Construction Noise and Vibration DWP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11.
- (m) Specific measures to address the concerns raised by those sensitive receivers.
- (n) Specific training procedures for construction personnel including:
  - (i) The project noise and vibration performance standards for construction (conditions 25, 26 and 27).
  - (ii) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration receivers.
  - (iii) Construction machinery operation instructions relating to mitigating noise and vibration.
- (o) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed by the Requiring Authority and the affected receiver.
- (p) Monitoring systems and construction methodologies shall be developed and implemented so that the vibration limits given in 26.1 are not exceeded unless:
  - (i) Further detailed assessment of the specific construction plant to be used (from site specific trials); and
  - (ii) Specific vulnerability assessment of all sensitive features of the CPO building have been undertaken; that
  - (iii) Clearly demonstrate that higher vibration limits are appropriate.
- (q) The vulnerability assessment of sensitive features (required by condition 28.3(p)(ii)) shall include:
  - (i) A description of the existing condition and quality of the features;
  - (ii) An assessment of the likely extent of the effect of the higher vibration limits on those features;
  - (iii) Clear identification of the areas to which the higher limits apply.
- (r) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:

- (i) Updating the predicted noise and vibration contours based on the final design and construction activities.
- (ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 31. This includes consideration of those buildings in Appendix 1.
- (iii) The timing and location for monitoring of buildings during construction is required.
- (iv) Identifying appropriate monitoring locations for receivers of construction noise and vibration.
- (v) Procedures for working with the Communication and Consultation Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources.
- (vi) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer.
- (vii) Procedures for how works will be undertaken should they be required as a result of building condition surveys.
- (s) Cross references to the specific sections in the Communication and Consultation Plan which detail how landowners and occupiers are to be communicated with about noise and vibration effects.
- (t) The identification of structure type (in accordance with condition 26) of any buildings or structures subject to a building condition survey required by condition 31.

## **BUILT HERITAGE/ARCHAEOLOGY**

### **29. Historic Heritage - Built Heritage**

29.1 A Chief Post Office Built Heritage DWP (CPO DWP) shall be prepared to provide a framework to manage the adverse effects on the built heritage values of the CPO and, where relevant, other buildings referenced in this condition, during, and after the construction of the Project.

Those aspects of the CPO DWP relating to the CPO building shall be based on the Chief Post Office Revised Conservation Plan (2003).

The Requiring Authority shall consult HNZPT, and Auckland Council's Built Heritage Unit and the CPO long-term lessee in the preparation of the CPO DWP.

29.2 The objective of the CPO DWP is to avoid where practicable or otherwise minimise adverse effects on the heritage values of the Chief Post Office and, where relevant, other buildings, during the construction of the Project works (including reinstatement) adopting the best practicable option. To achieve the above objective, the following shall, as a minimum, be included in CPO DWP:

- (a) Identification of the key heritage values of the CPO.
- (b) Details of the assessment of alternative construction methods which may achieve the objective of the CPO DWP.
- (c) Details of how the option selected by the Requiring Authority achieves the objective of the CPO DWP.
- (d) Preparation of a Building Record and Salvage Strategy that outlines a suitable set of procedures for the removal, storage and for later refitting and reuse of elements of the CPO.
- (e) The proposed methods for monitoring building damage that are to be undertaken by a suitably qualified person for the duration of the Project works.
- (f) Identification and methodology for recording Built Heritage elements directly affected by the construction, or associated pre- and post- construction, which are to be:
  - (i) Adaptively reused;
  - (ii) Partially retained in design and construction;
  - (iii) Integrated into other elements of the City Rail Link.
- (g) The key stages of the preferred construction option when a suitably qualified heritage architect will be required on site to monitor sensitive works and to make decisions regarding construction works that may result in adverse effects on the built heritage values of the Chief Post Office building.
- (h) In addition to the CPO, the CPO DWG is to detail:

- (i) How other Built Heritage Buildings and Structures will be protected during construction through the use of screening or other protective measures to mitigate adverse construction effects; and
- (ii) How mitigation or rectification of damage to Built Heritage Buildings and Structures identified in Appendix 1 will be addressed.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which detail how HNZPT, Auckland Council's Built Heritage Unit and the CPO long-term lessee (see condition 16) are consulted, and the communication with the general public on the management of the adverse effects relating to Built Heritage.
- (j) How reinstatement works for the CPO building will address the permanent treatment of heritage elements identified in the Heritage Covenant and Revised Conservation Plan (2003).

### **30 Historic Heritage – Archaeology DWP**

30.1 A The objective of the Historic Heritage – Archaeology DWP is to provide a framework for the avoidance, remediation or mitigation of adverse effects on archaeological remains during construction, as far as reasonably practicable.

30.2 The Historic Heritage – Archaeology DWP shall be prepared by the Requiring Authority in consultation with HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation).

30.3 To achieve the above objective the following matters shall be included in the Historic Heritage – Archaeology DWP:

- (a) Details of pre-construction briefing(s) for contractors on site to inform them of the nature and form of archaeological material that may be encountered. Training procedures for all contractors are to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological remains, what these remains may look like, and the relevant provisions of the HNZPT Act 2014 relating to archaeological sites. Attendance at these briefing and training sessions is to be recorded.
- (b) The regulatory role of HNZPT under the archaeological provisions of the HNZPTA 2014 in the management of archaeological remains is to be clearly identified.
- (c) A methodology for the supervision and inspection of all excavations.
- (d) A plan which shows the areas to be monitored for archaeological material.
- (e) A methodology, which is to be updated and confirmed prior to works commencing, for monitoring, recording, sampling, investigation and analysis to include provision for:
  - (i) Procedures for recording any archaeological remains or evidence before it is modified or destroyed, including opportunities for the conservation and preservation of artefacts and eco-facts (biological material) that are discovered. Consideration shall be given to the incorporation of in-situ material or artefacts into the design of stations and / or public places associated with the Project works.
  - (ii) Provision for 'post-excavation' archiving, assessment and analysis of the archaeological records and materials; and publication of results of these works within 12 months of completion of archaeological works or annually if the works form part of a staged project over an extended period of time, which-ever is the lesser.
  - (iii) Allocation of resources for Carbon 14 dating and eco-fact treatment and conservation (wood, metal and other organic material).
- (f) An artefact management plan (see HNZPT Artefact Management information sheet), the purpose of which is to outline where artefacts will be stored (both short and long term), analysed and either displayed, discarded or returned to landowner (see the Protected Objects Act 1975)
- (g) Protocols (tikanga) for discovery of artefacts of Māori origin, especially koiwi. (h) Protocols for compliance with the Protected Objects Act 1975.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which details how HNZPT, Auckland Council's Heritage Unit (Cultural Heritage Implementation) and mana whenua (see condition 9) are consulted, and the communication with the general public on the management of the adverse effects relating to pre and post 1900 archaeology.

(j) How opportunities to interpret and display archaeological finds to the public within the Project area will be identified and implemented, including how HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation) will be involved in this process.

(k) A methodology for the updating of the New Zealand Archaeological Association ARCHSITE database and the Auckland Council Cultural Heritage Inventory files and for the reporting of the work undertaken at the completion of construction.

## **BUILDING CONDITION SURVEYS**

### **31. Process for Building Condition Surveys**

31.1 Prior to construction, a building survey shall be undertaken of (as a minimum) those buildings listed in Appendix 1, pursuant to Condition 31.2(b).

In addition to those buildings listed in Appendix 1, a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by the Requiring Authority based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it.

Building damage criteria will initially be assessed in accordance with Burland, J.B. (1997) "Assessment of Risk of Damage to Buildings due to Tunnelling and Excavation". Additional factors which may be considered in determining whether a building condition survey will be undertaken include:

- (a) Age of the building
- (b) Construction types
- (c) Foundation type/s
- (d) General building condition
- (e) Proximity to any excavation
- (f) Whether the building is earthquake prone and
- (g) Whether any basements are present in the building.

31.2 Where, prior to construction, it is determined that a Building Condition Survey is required in accordance with Condition 31.1, or if measurements exceed the criteria in Condition 26:

- (a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP.
- (b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report
- (c) The Requiring Authority shall contact the owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment.
- (d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer.
- (e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments.
- (f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken.
- (g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.
- (h) The Requiring Authority shall, as part of the Building Condition Survey and in accordance with the advice of the suitably qualified person identified in Condition 31.2(a), determine whether the building is

classified as Commercial / Industrial, Residential / School or a Structure that is Historic and sensitive in terms of Condition 26.

(i) The type of structure shall be clearly stated in the relevant building condition survey report developed in accordance with condition 31.2(b).

31.3 During construction:

(a) The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building.

(b) Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority.

31.4 Following construction:

(a) The Requiring Authority shall, within 12 months of the commencement of operation of the Project, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post-construction condition assessment.

(b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Project, the Requiring Authority shall, at its own cost, rectify the damage.

(c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 31.3(b) or 31.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

## **PUBLIC ART**

### **32. Public Art DWP**

32.1 A Public Art DWP shall be prepared to manage the adverse effects on public art located within or in close proximity to the designation footprint.

32.2 The objective of the Public Art DWP is to enable the appropriate removal and / or relocation of public art directly affected by the construction of the Project.

32.3 To achieve the above objective, included in the Public Art DWP shall be the process that will be undertaken to remove the public art, its storage, re- establishment or relocation and / or replacement (as part of the restoration works associated with the Project), including the consultation undertaken with the Auckland Council and proposed implementation.

32.4 If one does not already exist, an asset management plan shall be prepared by the Requiring Authority in collaboration with Auckland Council for any of the public art works as part of any protection or removal process.

32.5 Should any public art works be removed prior to and separate from the Project, this condition will not need to be complied with.

## **SOCIAL IMPACT AND BUSINESS DISRUPTION**

### **33. Social Impact and Business Disruption DWP**

33.1 The Requiring Authority shall prepare a Social Impact and Business Disruption DWP, the objective of which is to avoid, remedy or mitigate the adverse effects arising from disruption to businesses, residents and community services/facilities so far as reasonably practicable.

33.2 To achieve this objective the Requiring Authority shall engage a suitably qualified specialist(s) to prepare a Social Impact and Business Disruption DWP to address the following specific issues:

- (a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated.
- (b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated.
- (c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP and other DWPs.

33.3 The Social Impact and Business Disruption DWP shall be prepared in consultation with the community, community facility operators, business owners, affected parties and affected in-proximity parties to:

- (a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses.
- (b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and any community services/facilities as a result of construction of the Project.
- (c) Assess access and servicing requirements and in particular any special needs of residents and businesses.
- (d) To develop methods to address matters outlined in (b) and (c) above, including:
  - (i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and community services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking condition 24 and the Transport, Access and Parking DWP.
  - (ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction.
  - (iii) The measures to promote a safe environment, taking a crime- prevention-through-environmental-design approach.
  - (iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking, parking options and access
  - (v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements.
  - (vi) The process (if any) for re-establishment and promotion of normal business operation following construction.
  - (vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

33.4 The Social Impact and Business Disruption DWP shall include:

- (a) A summary of the findings and recommendations of the Social Impact Assessment report (2015).
- (b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation).
- (c) An implementation plan of the methods to mitigate the disruption effects (as developed in 33.3 above).
- (d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP).
- (e) Cross reference to detail on how the CEMP and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity.
- (f) Details of on-going consultation with the local community through the Community Liaison Groups to provide updates and information relating to the timing for project works and acquisition.
- (f) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).



33.5 The Social Impact and Business Disruption DWP shall be implemented and complied with for the duration of the construction of the Project and for up to 12 months following the completion of the Project if required.

33.6 Suitably qualified independent specialists for the social impact and business disruption mitigation (whose appointment shall be agreed by the Council) shall peer review the Social Impact and Business Disruption DWP pursuant to Condition 12.

33.7 The Requiring Authority shall prepare an annual report on the identification, monitoring, evaluation and management of the effects outlined in the Social Impact and Business Disruption DWP together with a summary of matters raised by the community, and how these have been responded to. The report shall be presented to the Community Liaison Group.

## **AIR QUALITY**

### **33A Air Quality DWP**

33A.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Project or any part of it.

33A.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.

33A.3 To achieve the above objective the following shall be included in the Air Quality DWP and implemented as required:

- (a) The procedures to be implemented for the continuous monitoring of Total Suspended Particulate (TSP) concentrations and meteorology including, but not limited to, the establishment of two monitoring sites (to the north and south of the site);
- (b) Identification of the sensitive locations, and the specific methods for monitoring, including trigger limits to determine whether further action (such as implementation of the mitigation measures discussed below or other mitigation measures) is required;
- (c) Procedures for responding to malfunctions with construction machinery or works causing accidental dust discharges including, but not limited to, the requirement to remedy any malfunction within 24 hours;
- (d) Procedures for monitoring weather conditions and the requirement that water spray is used on soil stockpiles, any non-paved construction areas, and the wheels of trucks where dust may disperse beyond the site;
- (e) Procedures for establishing when the covering of trucks will be required;
- (f) Procedures for determining when hard surfaced areas in construction yards and active construction areas should be cleaned including, but not limited to, the requirement that such areas be cleaned whenever dust generation occurs due to traffic on these surfaces;
- (g) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites) including, but not limited to, the requirement to address discharge of objectionable odour by immediately ceasing the activity causing the discharge;
- (h) Procedures for equipment inspection (including timeframes for regular inspections), maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms to mitigate dust emissions;
- (i) Procedures for, where practicable, limiting dust and odour nuisance and the methods for monitoring these procedures including Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:
  - (i) Cleaning of air filtration intakes; or
  - (ii) Cleaning of other buildings and infrastructure;
- (j) Procedures for responding to any complaints received and the timeframes for response to complaints and reporting;

(k) Cross references to the specific sections in the Communication and Consultation Plan which detail how the communities in the vicinity of construction works are to be communicated with on the management of the adverse effects relating to air quality.

## **URBAN DESIGN**

### **33B Urban Design DWP**

33B.1 The Requiring Authority shall prepare an Urban Design DWP. The objective of the Urban Design DWP is to:

- (a) Enable the integration of any above ground construction works and structures and the Station Plaza Accommodation into the surrounding landscape and design context so far as reasonably practicable having regard to the temporary nature of the Project;
- (b) Provide for the use and reinstatement of Station Plaza to the same or better standard as existed prior to the Project works being undertaken; and
- (c) Include provision for the use and reinstatement of Construction Support Areas A and C.

33B.2 The Urban Design DWP shall be implemented and complied with for the duration of the construction and operation of the Project.

33B.3 To achieve the above objective the following matters shall be addressed in the Urban Design DWP:

- (a) Design for the Station Plaza Accommodation and Construction Support Areas A and C should:
  - (i) Ensure a safe and secure pedestrian environment through the incorporation, implementation and management of best practice crime-prevention-through-environmental-design principles, systems and equipment.
  - (ii) During construction, way-finding signs should be easy to identify and understand and should indicate convenient and safe universal access pedestrian movement routes on public streets.
  - (iii) Any hoardings or fencing required during construction should be perceived as an integral design element of the Station Plaza building.

33B.4 Details of how the Station Plaza and Construction Support Areas A and C will be reinstated upon completion of the Project to:

- (a) As a minimum, the same standard that existed prior to the project works being undertaken; and
- (b) In a manner that is coherent within the wider area and/or recent public realm upgrades in the area.

### **33C Interim Vibration Testing**

33C.1 After construction of the structural modifications to the CPO required by CRL but before the Track Form Design DWP (required by condition 33D) is finalised, the Requiring Authority shall undertake testing to determine the vibration transfer function(s) between the finished base of the tunnel (upon which the track-form will be constructed) and representative occupied spaces of the CPO building. The testing methodology and the vibration transfer function results shall be used to inform the vibration mitigation measures required for the final track-form design.

### **33D Track Form Design DWP**

33D.1 During the design and prior to construction and installation of the track-form the Requiring Authority shall prepare a Track Form Design DWP (TFD DWP). The objective of the TFD DWP is to demonstrate how the design will achieve compliance with the operational vibration and regenerated noise standards of condition 34.

33D.2 To achieve the above objective, the TFD DWP shall set out, in detail, the final design of the specific vibration mitigation measures to be utilised to minimise operational rail noise and vibration to achieve compliance with the project standards in condition 34. In particular, the TFD DWP shall address the following matters (as a minimum):

- (a) A description of the methodology and results of the vibration transfer function testing required by condition 33C.1;

- (b) Details of the final mitigation measures and predicted resulting vibration and reradiated noise levels. The report will give consideration to different isolation systems between the rail and the CPO, taking into account of the chosen structural design of the track bed, transfer beams and rail enclosure structure;
- (c) A full description and drawings of the final design and demonstration of how compliance with the standards in condition 34 will be achieved.

## OPERATIONAL CONDITIONS

### 34. Operational Rail Vibration

34.1 The Requiring Authority shall confirm that operational rail vibration and reradiated noise levels comply with the following Project Criteria at any Sensitive Noise and Vibration Receiver existing at the time of lodgement of the NoR:

Building Type	Vibration Criteria Velocity <sup>2</sup> (mm/s)	Reradiated Noise Criteria (dB L <sub>ASmax</sub> re: 20 µPa)
Commercial uses with primarily daytime use <sup>1</sup>	0.14	40
Residences and buildings	0.1	35
Auditoria/Theatres	0.1	30
TV/Recording Studios <sup>0</sup>	0.05	25

Notes:

- Such as offices and businesses (excluding activities on the Lower Basement, Basement and Ground Floor of the CPO).
- Maximum one-second root-mean-square (RMS) value with an upper frequency limit of 80 Hz.

34.2 For any noise or vibration sensitive building types that are not provided for in the table above, the upper limit for vibration and reradiated noise shall not exceed a RMS level (1s, maximum) of 0.21 mm/s and 50 dB L<sub>ASmax</sub> respectively.

34.3 When assessing operational rail vibration and reradiated noise, compliance with Conditions 34.1 and 34.2 shall be achieved for 95% of at least 20 train pass-by 'events'. The events shall be representative of the rolling stock fleet operating on the line and shall include maintenance activities unless such activities are undertaken after 6pm or before 8:30am.

34.4 When assessing operational rail vibration measurement shall be made in accordance with Section 5.2.3 of BS6472-1:2008 with respect to measurement locations.

### 35. Operational Noise – Mechanical Ventilation Plant

35.1 Operational noise from mechanical ventilation plant servicing the underground rail sections of the Project shall be measured and assessed in accordance with the following Project Criteria:

Location	Period	dB L <sub>Aeq</sub>	dB L <sub>AFmax</sub>
Auckland Central Area	7:00am to 11:00pm	65	75
	11:00pm to 7:00am	60	

35.2 Measurements shall be undertaken in accordance with New Zealand Standard NZS 6801:2008 “Acoustics – Measurement of environmental sound” and assessed in accordance with New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”.

### **36. Operational Noise and Vibration Management Plan (ONVMP)**

36.1 To manage the adverse effects from the maintenance and operation of the Project, the Requiring Authority shall, prior to the operation of the Project, prepare an Operational Noise and Vibration Management Plan, (ONVMP) to the satisfaction of Auckland Council’s Compliance Monitoring Manager.

The objective of the ONVMP shall be to ensure that the tracks, rolling stock and associated infrastructure (including ventilation and other mechanical plant) are maintained and operated in accordance with maintenance standards as outlined in the Requiring Authority’s maintenance programme for the Project, so that operational noise and vibration levels received at noise sensitive receiver locations comply with Condition 34, and noise levels comply with Condition 35.

36.2 The ONVMP shall set out procedures for:

- (a) Determining the best practicable option to manage operational noise and vibration.
- (b) The maintenance of rolling stock to minimise noise and vibration emissions including, but not limited to, the management of wheel roughness and flats, braking systems, cooling systems, suspension systems and any other significant source associated with the operation of locomotives.
- (c) The maintenance of tracks to minimise noise and vibration emissions, including, but not limited to, the management of curve squeal, rail roughness, joint constructions and any other significant source associated with the use of the tracks.
- (d) The implementation of mitigation measures associated with the operation and maintenance of the Project, for the operational life of the Project.
- (e) The management of noise and vibration and regenerated noise resulting from maintenance of the line, including, but not limited to activities such as:
  - (i) Rail grinding and polishing
  - (ii) Use of rail maintenance trucks
  - (iii) Inspection of tracks
- (f) The management of noise from the operation of the line, including, but not limited to, the use of audible warning devices and acceleration / deceleration controls (where relevant).
- (g) The management of noise and maintenance of noise-generating equipment from stations and associated ventilation and mechanical plant infrastructure including, but not limited to, PA systems, fans and ventilation noise and audible warning devices.
- (h) The Requiring Authority shall prepare a monitoring regime to include:
  - (i) The identification of monitoring locations; and
  - (ii) An annual check of operational rail reradiated noise in relation to the Chief Post Office, in accordance with condition 34.
  - (i) The results of this annual monitoring are to be provided to Auckland Council’s Compliance and Monitoring Manager. In the event of non-compliance with condition 34, mitigation shall be implemented in accordance with the provisions of the ONVMP.

36.3 The ONVMP shall be adhered to at all times. It may be updated or amended at any time with the approval of Auckland Council’s Compliance Monitoring Manager.

#### **ADVICE NOTES**

AN1 It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under s43 of the HNZPT Act 2014) archaeological site without the prior authority of HNZPT issued under the HNZPT Act 2014. That authority will include a comprehensive set of conditions in respect of the management, monitoring, recording, investigation, analysis and reporting of archaeological evidence that may be

encountered. The HNZPTA 2014 also requires that approval is sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist (ArchaeologistMN@heritage.org.nz).

In the event of unanticipated archaeological sites or koiwi being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with Heritage New Zealand Pouhere Taonga and relevant iwi interests.

AN2 The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

AN3 Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with condition 6 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

AN4 Subject to these conditions, under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Project without the written approval of the Requiring Authority.

AN5 Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

AN6 Tyler and Galway Streets and Construction Support Area B are located within the footprint of CRL Designation 1 and as such are subject to condition 47 of that designation. This condition requires the development of an Urban Design Delivery Work Plan to ensure that the areas within the designation footprint used during the construction of the CRL are restored.

AN7 Condition 11.4 of the Britomart Designation requires the Station Plaza Urban Design DWP to show how the plan will integrate with adjacent construction works and interrelated activities (e.g. City Rail Link).

Appendix 1 to the Designation– Heritage buildings for building condition surveys. Refer condition 31

Condition 31 of this designation requires as part of the CEMP process the confirmation of where and when building condition surveys will be undertaken in relation to Built Heritage (including those affected as a result of excavation). In accordance with condition 31, a building condition survey shall be undertaken as a minimum for the following buildings:

<b>Address</b>	<b>Property Known As</b>
12 Queen Street	Chief Post Office or Britomart Transport Centre
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street East	Former Sofrana House
10 Customs Street East	Barrington Building

21 Queen Street	Zurich House
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Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

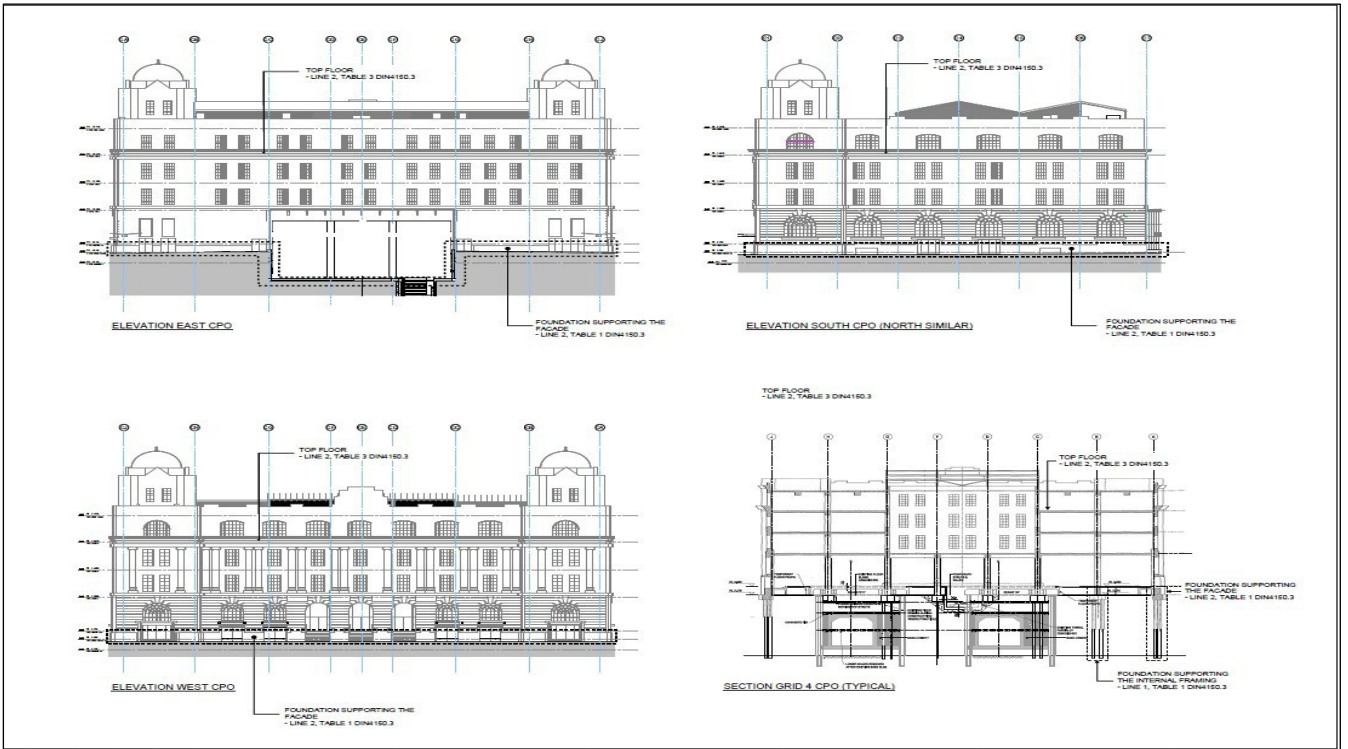
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

Address	Property Known As
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street	
10 Customs Street East	Barrington Building
16 Customs Street East	

Location plan showing sites for traffic monitoring



Appendix 3 – Diagram of the Chief Postal Office Building indicating the foundations supporting the masonry façade and the building’s highest floor. Refer Condition 26.3



## Attachments

No attachments.

## 1557 Car Park - Fanshawe Street

Designation Number	1557
Requiring Authority	Auckland Transport
Location	72 Fanshawe Street, Auckland Central
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

#### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities



within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

#### **Advice Note**

For the avoidance of doubt, increasing the height of the parking structure (adding more parking decks and so forth) falls outside the scope of this designation.

## **Conditions**

### **Construction Hours, Construction Noise and Mitigation**

1. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year as much as is reasonably practicable.

**Table 1**

<b>Fanshawe Street parking Level 1, Level 1A, Level 2 and Level 3</b>			
<b>Day</b>	<b>Time Period</b>	<b>Duration of work</b>	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10 pm	80	70
Saturdays	8am – 5pm	75	70

**Table 2**

<b>Fanshawe Street parking Level 4A, Level 4, Level 3A and Level 2A</b>			
<b>Day</b>	<b>Time Period</b>	<b>Duration of Work</b>	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	8am – 5pm	80	70
Saturdays	8am – 1pm	75	70

Construction work is limited to the times and noise levels set out in Table 1 is subject to the following:

- The limits in Table 1 do not apply to emergency works pursuant to sections 330 and 330B of the Resource Management Act 1991; and
- Construction works may be undertaken up to 12pm on weekdays provided that (unless otherwise agreed in writing by the [Body Corporate]):
  - the relevant noise limits set out in Tables 1 and 2 are met; and
  - this occurs on no more than 7 days within any 12 month period; and
  - written notice of such works is given to the [Body Corporate] at least two weeks prior to the works commencing.

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### **Construction Vibrations**

2. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

<b>Affected occupied building or area</b>	<b>Time of day</b>	<b>Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz</b>
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for	7am-	0.20

residential use	10pm	
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### **Sediment Control during Earthworks**

3. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### **Tree Protection Measures**

4. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

5. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

6. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

7. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

8. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

9. Subject to condition 10, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

10. Condition 9 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

11. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

12. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

13. That at all times best endeavours will be used so that physical access be maintained to other properties.

14. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and

- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1558 Road Widening - The Strand

Designation Number	1558
Requiring Authority	Auckland Transport
Location	The Strand, Parnell
Rollover Designation	Yes
Legacy Reference	Designation 319, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening purposes.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.

## 1559 Car Park - Graham Street

Designation Number	1559
Requiring Authority	Auckland Transport
Location	23 Graham Street, Auckland Central
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

13. The designation only relates to the public parking level at 23 Graham Street and excludes any private: land, title, or building.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

#### Advice Note

For the avoidance of doubt, increasing the height of the parking structure (adding more parking decks and so forth) outside the scope of this designation.

## **Conditions**

### **Construction Hours, construction noise and mitigation**

1. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803: 1999 Acoustics – Construction Noise, meets the following noise limits all days of the year as much as is reasonably practicable.

Table 1

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration



		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	8am – 5pm	80	70
Saturdays	8am – 1pm	75	70

Construction work is limited to the times and noise levels set out in Table 1 is subject to the following:

- The limits in Table 1 do not apply to emergency works pursuant to sections 330 and 330B of the Resource Management Act 1991; and
- Construction works may be undertaken up to 12pm on weekdays provided that (unless otherwise agreed in writing by the [Body Corporate]:
  - the relevant noise limits set out in Tables 1 are met; and
  - this occurs on no more than 7 days within any 12 month period; and
  - written notice of such works is given to the [Body Corporate] at least two weeks prior to the works commencing.

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

2. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

3. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar

design.

### **Tree Protection Measures**

4. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

5. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

6. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

7. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

8. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

9. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

10. Condition 9 shall not apply where the Requiring authority holds all relevant approvals under the

Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

11. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

12. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

13. That at all times reasonable physical access be maintained to other properties.

14. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1560 Road Widening - Nelson Street

Designation Number	1560
Requiring Authority	Auckland Transport
Location	110 Nelson Street, 217-223 Hobson Street and 54, 86-88 Cook Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 321, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening purposes.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.

## 1562 Road Widening - Queen Street

Designation Number	1562
Requiring Authority	Auckland Transport
Location	75 Queen Street (near Customs Street), Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 324, Auckland City Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening purposes.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
  
2. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
  - a. an assessment of the effects of the historic heritage values of the place;
  - b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

### Attachments

No attachments.

## 1564 Road Widening - Federal Street

Designation Number	1564
Requiring Authority	Auckland Transport
Location	86 Federal Street, 68 Victoria Street West, and 99, 109-125 Albert Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 327, Auckland City Council District Plan (Central Area Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening purposes - 8.23m from the road centre line.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.

## 1565 Pedestrian Access Way - Hardinge Street

Designation Number	1565
Requiring Authority	Auckland Transport
Location	128-130 Hardinge Street, Central Auckland
Rollover Designation	Yes
Legacy Reference	Designation 330, Auckland Council District Plan (Central Area Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Proposed pedestrian mall.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.

## 1567 Road Widening - Neales Lane

Designation Number	1567
Requiring Authority	Auckland Transport
Location	34-38 Greys Avenue, Central Auckland
Rollover Designation	Yes
Legacy Reference	Designation 334, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Proposed building line for road widening purposes - strata only, to a minimum unobstructed height of 5m.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.



## 1568 Park & Ride - Onehunga Train Station

Designation Number	1568
Requiring Authority	Auckland Transport
Location	109-111 Onehunga Mall, Onehunga
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements involving the installation of new 'parking infrastructure' including but not limited to the following:
  - a. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - b. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - c. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);

4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;
6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;
7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;
8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);
9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;
10. Earthworks to implement any of the above; and
11. Temporary traffic management necessary to implement any of the above
12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:
  - a. Weekdays: 7.00am - 7.00pm;
  - b. Saturdays: 8.00am - 4.00pm; and
  - c. Sundays & Public Holidays: No work.

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### **Construction Vibrations**

3. The vibrations from all construction activities must comply with the peak particle velocity limits in table 1 of German Standard DIN 4150–3:1999 Structural Vibration—Effects of Vibration on Structures.

### **Sediment Control during Earthworks**

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Regional Council Technical Publication 90.

### **Tree Protection Measures**

5. All trees shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for any works project on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Noise or Vibration**

7. If any complaints are received regarding noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- a. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- b. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- c. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;

- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## Attachments

No attachments.

## 1571 Road Widening - Beaumont Street

Designation Number	1571
Requiring Authority	Auckland Transport
Location	101-107 Beaumont Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 376, Auckland City Council District Plan (Central Area Section) 2005
Lapse Date	11 April 2027 unless given effect to prior

### Purpose

Building line for road widening purposes.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on 11 April 2027 unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.

## 1572 Road Widening - Westhaven Drive

Designation Number	1572
Requiring Authority	Auckland Transport
Location	2 Westhaven Drive, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 377, Auckland City Council District Plan (Central Area Section) 2005
Lapse Date	11 April 2027 unless given effect to prior.

### Purpose

Building line for road widening purposes.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on 11 April 2027 unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.

## 1573 Road Widening - Halsey Street

Designation Number	1573
Requiring Authority	Auckland Transport
Location	109 Fanshawe Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 383, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Building line for road widening purposes.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse five years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.



## 1574 Service Lane - Hepburn Street to Picton Street

Designation Number	1574
Requiring Authority	Auckland Transport
Location	Hepburn Street to Picton Street, Central Auckland
Rollover Designation	Yes
Legacy Reference	Designation C07-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Service lane - Hepburn Street to Picton Street

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
2. There shall be installed and maintained in perpetuity, at the Hepburn Street end of the service lane (in connection with Section 2 shown in the designation alteration land requirement plans, CKL A18268 Dwgs 903-906 Rev 04, 22 May 2020) to ensure the ongoing safety of pedestrians:
  - a. A black and yellow judder bar on the surface of the lane approximately 1 metre west of the Hepburn Street Road boundary; and
  - b. A sign which faces west and indicates 'pedestrians crossing' to vehicle drivers; and
  - c. A convex mirror in the road berm that provides vehicle drivers with a view of pedestrians on the footpath walking in either direction along Hepburn Street but particularly for pedestrians walking south towards Ponsonby Road.

## Advice notes

It is recorded that

1. The land use and subdivision consent holder (Samson Corporation Ltd, BUN60358392 - LUC60358393 & SUB60358394) has agreed, subsequent to those consents, to install a bollard (or bollards) on the edge of the service lane to protect the garage at 4 Hepburn Street, as part of the works required to create the realigned service lane.
2. Samson Corporation Ltd has agreed with Auckland Transport that it will keep the fence/hedge around the front of 2 Hepburn Street at a height not exceeding 1.15 metres for 2.5 metres along the

front boundary and as far back as the villa (where it abuts the service lane) which will be approximately 3.5m from the front boundary.

## Attachments

No attachments.

### 1576 Car Park and Reserve - Dedwood Terrace

Designation Number	1576
Requiring Authority	Auckland Transport
Location	11-15 Dedwood Terrace and 1 Jervois Road, St Marys Bay
Rollover Designation	Yes
Legacy Reference	Designation B07-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park and proposed reserve.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1577 Car Park - Redmond Street

Designation Number	1577
Requiring Authority	Auckland Transport
Location	16 Redmond Street, Ponsonby
Rollover Designation	Yes
Legacy Reference	Designation B07-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1578 Car Park - Margaret Street

Designation Number	1578
Requiring Authority	Auckland Transport
Location	5-7 Margaret Street, Ponsonby
Rollover Designation	Yes
Legacy Reference	Designation B07-32, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1579 Car Park - Pompallier Terrace

Designation Number	1579
Requiring Authority	Auckland Transport
Location	2 Pompallier Terrace, Ponsonby
Rollover Designation	Yes
Legacy Reference	Designation B07-33, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1583 Road Widening - Patiki Road

Designation Number	1583
Requiring Authority	Auckland Transport
Location	86-98 Patiki Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation C01-03, 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.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan, in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1584 Road Widening - Patiki Road

Designation Number	1584
Requiring Authority	Auckland Transport
Location	37-41 and 55-91 Patiki Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation C01-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from the being operative inclusion in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.



## 1585 Road Widening - Meola Road

Designation Number	1585
Requiring Authority	Auckland Transport
Location	1-15 Meola Road, Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation C05-05, 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 - 3.66m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with Section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1587 Road Widening - Newton Road

Designation Number	1587
Requiring Authority	Auckland Transport
Location	21 Newton Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-21, 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.

### Conditions

1. 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.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1588 Road Widening - Potatau Street

Designation Number	1588
Requiring Authority	Auckland Transport
Location	204-234 Great North Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-23, 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 - north-east side 6.1m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1589 Road Widening - Waima Street

Designation Number	1589
Requiring Authority	Auckland Transport
Location	150 Great North Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-24, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening - 5.18m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1590 Road Widening - Monmouth Street

Designation Number	1590
Requiring Authority	Auckland Transport
Location	12-18 Monmouth Street, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-25, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line and corner cut off for road widening - 3.05m from road boundary and 3.05m by 3.05m corner splay.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1591 Road Widening - Dean Street

Designation Number	1591
Requiring Authority	Auckland Transport
Location	204-234 Great North Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

## Purpose

Building line for road widening - 1.5m from road boundary.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1592 Road Widening - New North Road

Designation Number	1592
Requiring Authority	Auckland Transport
Location	1, 21-63, 81, 2-48, 60-74 New North Road and 1-13, 21-27A, 29-35 Mount Eden Road
Rollover Designation	Yes
Legacy Reference	Designation C08-09, 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.

### 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 before the end of that period.

### Attachments

No attachments.

## 1593 Road Widening - Nugent Street

Designation Number	1593
Requiring Authority	Auckland Transport
Location	99-107 Khyber Pass Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C08-12, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for corner cut off.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.



## 1594 Road Widening - Upper Queen Street

Designation Number	1594
Requiring Authority	Auckland Transport
Location	46-50, 54 and 68 Upper Queen Street and 62 Randolph Street, Newton
Rollover Designation	Yes
Legacy Reference	Designation C08-13, 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.

### Conditions

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

### Attachments

No attachments.

### 1595 Car Park - Symonds Street

Designation Number	1595
Requiring Authority	Auckland Transport
Location	226-228 Symonds Street, Newton
Rollover Designation	Yes
Legacy Reference	Designation C08-18, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1596 Car Park - Burleigh Street

Designation Number	1596
Requiring Authority	Auckland Transport
Location	3 Burleigh Street, Grafton
Rollover Designation	Yes
Legacy Reference	Designation C08-20, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1599 Road Widening - Cheshire Street

Designation Number	1599
Requiring Authority	Auckland Transport
Location	11-13 and 19-33 Falcon Street and 2 Akaroa Street, Parnell
Rollover Designation	Yes
Legacy Reference	Designation C09-20, 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.

## Conditions

1. 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.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1601 Car Park - Parnell Road

Designation Number	1601
Requiring Authority	Auckland Transport
Location	112 Parnell Road, Parnell
Rollover Designation	Yes
Legacy Reference	Designation C09-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designations pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1602 Car Park - Polygon Road

Designation Number	1602
Requiring Authority	Auckland Transport
Location	32 St. Heliers Bay Road, St Heliers
Rollover Designation	Yes
Legacy Reference	Designation C15-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1603 Road Widening - Patiki Road

Designation Number	1603
Requiring Authority	Auckland Transport
Location	9-19 and 29 Patiki Road and 257-315, 367-489, 533-563, 597-653, 667, 699-705, 713-767, 658-660, 670-718 Rosebank Road, and 2-6 Eastdale Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation D01-02, 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 - 6.1m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1604 Road Widening - Great North Road

Designation Number	1604
Requiring Authority	Auckland Transport
Location	1404 Great North Rd, Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation D04-07, 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 - 2.5m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.



### 1605 Car Park - Huia Road

Designation Number	1605
Requiring Authority	Auckland Transport
Location	16 Huia Road, Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation D04-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1606 Car Park - Parr Road

Designation Number	1606
Requiring Authority	Auckland Transport
Location	1-9 Parr Road (North), Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation D04-09, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1609 Road Widening - New North Road

Designation Number	1609
Requiring Authority	Auckland Transport
Location	322-336, 388, 390-394, 400-432, 574-628, 756-764, 383-399, 445-455, 597-619, 869-911 New North Road, 2 New Bond Street and 2 Western Springs Road
Rollover Designation	Yes
Legacy Reference	Designation D06-07, 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 - 2.5m from road boundary.

### Conditions

1. 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.

### 1610 Car Park - Great North Road

Designation Number	1610
Requiring Authority	Auckland Transport
Location	820 Great North Road, Western Springs
Rollover Designation	Yes
Legacy Reference	Designation D06-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1611 Road Widening - Balmoral Road

Designation Number	1611
Requiring Authority	Auckland Transport
Location	240-242, 250-256 Balmoral Road and 43, 87-89, 81-85 St Lukes Road and 107 Taylors Road, St Lukes
Rollover Designation	Yes
Legacy Reference	Designation D06-11, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

1. That a landscape plan be submitted to the Council at the time of detailed design.
2. The short term construction effects including noise, visual effects and dust effects be reduced through appropriate construction methods.
3. 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.
4. Notwithstanding section 177 of the Resource Management Act 1991, Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorized by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on the land in which Vector has a property interest, whether or not that is authorized by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any party authorized by Vector will:
  - give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
  - meet any necessary health and safety requirements; and
  - remedy at Vector's cost any physical damage Vector causes as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## Attachments

No attachments.

### 1612 Car Park - Walters Road

Designation Number	1612
Requiring Authority	Auckland Transport
Location	2 Walters Road, Mt Eden
Rollover Designation	Yes
Legacy Reference	Designation D07-21, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Council car park.

### Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

### Attachments

No attachments.

### 1613 Car Park - New North Road

Designation Number	1613
Requiring Authority	Auckland Transport
Location	430-432 New North Road, Kingsland
Rollover Designation	Yes
Legacy Reference	Designation D07-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.



## 1614 Public Transport - Dominion Road

Designation Number	1614
Requiring Authority	Auckland Transport
Location	135, 161, 174, 178, 191-217, 312-328, 336-346, 371, 389-409, 400-412, 422-458, 486, 494, 506, 635-641, 655, 666-672, 669-673, 692, 825, 863, 905, 913-917, 921, 926-946A, 929-931, 935-941, 968-972, 1037-1043, 1047, 1055, 1057A, 1059, 1067, 1079-1079A, 1087-1099, 1196-1198, 1202, 1208, 1212-1216, 1230, 1244, 1288, 1292-1300, 1302-1304, 1308-1308A, 1312, 1318-1326 and 1330-1340 Dominion Road, 33A-35 Brentwood Avenue, 386-388 Mount Albert Road, 2 Onslow Road, 1A Invermay Avenue, 14 Quest Terrace and 41 Denbigh Avenue
Rollover Designation	Yes
Legacy Reference	Designation D07-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Passenger transport route.

### Conditions

#### General

1. Except as modified by the conditions below, the works shall be undertaken in general accordance with all of the following:
  - a. The information provided by the Requiring Authority at the 10-17 September 2001 hearing;
  - b. The Notice of Requirement dated 31 July 2000, as modified by the decisions of the Hearings Panel;
  - c. The accompanying drawings ACAD:4662A8A-SHT1-4, ACAD:4662A9A-SHT1-4 and D:4662A9B-SHT5; and
  - d. The Proposed Designation of land for Dominion Road Enhanced Passenger Transport System: Assessment of Effects on the Environment (17 July 2000) prepared by Woodward-Clyde, Traffic Design Group, and Sinclair Knight Merz.
2. Any land taken or held for works by the Requiring Authority shall be maintained to a standard in keeping with the neighbourhood until physical works commence, to the satisfaction of the council.
3. That part of the proposed designation which includes the property located at 638 Dominion Road (known as "the Hollywood Dairy") is to be removed.
4. That part of the designation affecting the property located at 1047 Dominion Road is to be reduced to 0.55m.
- 4A. In respect of the property located at 244, 246, 248, 248a, 250 and 256 Dominion Road and 126 Valley Road.

4B. The part of the designation affecting the property located at 375 and 377 Dominion Road is to be removed as shown on the plan entitled ACAD:4662A8A and dated 5 July 2000.

4C. The part of the designation affecting the property located at 169 Dominion Road will be given effect to through the construction of a cantilevered structure as illustrated in the plan entitled D07-30 Condition 4C Dominion Road Footpath.

5. The delineation of any area of land affected by the designation which is to be acquired on individual properties shall be accurately marked out or pegged by the Requiring Authority upon request by the owner of any property so affected.

### **Construction**

6. Prior to the commencement of any physical works on any part of the land included within the designation (and as part of an Outline Plan of Works as required by Section 176A of the RMA), the Requiring Authority shall submit a Construction Management Plan to the council for its approval. This Construction Management Plan shall include specific details relating to the demolition, construction, and management of all works associated with the project. The Construction Management Plan shall be implemented and maintained throughout the entire demolition and construction periods. This Plan shall include:

- a. Details relating to the demolition, construction, and management of all works;
- b. Contact details of management personnel responsible for the project;
- c. Provision for a 24 hour community "hotline";
- d. Measures for the protection of street trees as well as any trees covered by the tree protection rules of the Unitary Plan which may be affected by the works, and particular regard is to be paid to the protection if practicable of the Pohutukawa tree located at 1093 Dominion Road. The designation of extra land, as well as protected works, to preserve the Cedar trees at 488 Dominion Road should be reconsidered;
- e. Measures for the protection of, and continuing access to, all utility services infrastructure within or abutting the designated area;
- f. Provisions for the maintenance of all construction and reconstruction sites in a safe and tidy condition and for the safeguarding of surrounding areas;
- g. Provisions for public safety including safe pedestrian access past the construction and re-construction sites;
- h. The management of construction and other traffic (including parking and traffic safety measures and the matters required by condition 20 of these conditions);
- i. Measures to be implemented for the protection of adjacent buildings during the construction period;
- j. Measures for sedimentation and dust control;
- k. Details of the hours of operation and for the provision of advice to surrounding property owners, and the owners and operators of utility services infrastructure which may be affected by the works, of the commencement/duration of works and any blasting activities;
- l. The provision of safe and efficient emergency vehicle access to all properties adjoining the route during the construction period; and
- m. Measures to bring the content of the agreed Construction Management Plan to the attention of any contractors undertaking works on the route pursuant to the designation.

7. Pedestrian access and thoroughfare shall be maintained on all roads and footpaths adjacent to the construction works where practicable. Such access shall be safe and clearly identifiable.

8. During construction, the New Zealand Standard NZS 6803:1999 Acoustics – Construction Noise shall be complied with at all times.

9. During construction, any vibration generated beyond the existing road reserve shall comply with BS 7385: Part 2 – 1993 *Evaluation and Measurement of Vibration in Buildings* at all times.

### **Landscape and Visual Effects**

10. Urban design guidelines and a detailed landscape plan for the length of the route of the designations shall be prepared by a qualified landscape architect in consultation with the council, and shall be submitted with the outline plan. The urban design guidelines and landscape plan shall include:

- a. The integration of Dominion Road and the land required (by this designation) for the enhanced passenger transport facilities so that the existing streetscape character is softened and an integrated and cohesive appearance is achieved along the full length of the route. Particular attention shall be paid to existing and likely future development adjacent to the off road deviations at the Valley Road and Balmoral Road centres;
- b. The mitigation of any adverse effects on properties fronting the route. including details of planting to be established on Ballantyne Square and the open space areas at the intersection of Balmoral and Dominion Roads, and Mount Albert and Dominion Roads, as required by condition 13 of these conditions;
- c. Provision for the staging of landscaping in conjunction with the staging of construction works; and
- d. Details of the plant sizes required at the time of planting and of intended species as well as proposed hard landscaping measures (such as paving, street furniture, lighting, signage).

11. The approved landscaping measures shall be implemented in accordance with the agreed urban design guidelines and landscaping plan/s (soft and hard) within the first planting season following the completion of each stage of the construction works.

12. Compensatory planting is to be provided in Ballantyne Square (located on the corner of Ewington Avenue and Dominion Road) in a manner that is consistent with the management plan for the reserve in order to mitigate the effect of the works proposed for the corner of the reserve. The areas of open space on the south eastern corners of both Balmoral/Dominion Roads and Mt Albert/Dominion Roads shall be reinstated and replanted when the works affecting each of those open space areas are completed. Additional compensatory hard and soft landscaping of at least 18m<sup>2</sup> is to be provided on the northern corner of Dominion Road and Prospect Terrace upon completion of the works and following acquisition and demolition of the buildings at 346 Dominion Road.

13. The decorative stone wall on the frontage of the Methodist Church at 426 Dominion Road (being legally described as Lot 1 DP 1699, Lot 9 & Pt Lot 10 DP 4293, CT 230/234) shall be reinstated by the Requiring Authority on completion of the works in the vicinity of that property, such reinstatement to occur in consultation with the Church and New Zealand Historic Places Trust. These works shall be carried out in accordance with Plan DOM 426100 offered by the Requiring Authority at the hearing.

### **Post Construction Noise and Vibration**

14. The construction of the works shall be designed to achieve the following noise standards at the Greenstones Pictures Building (located at 330 Dominion Road, being legally described as Lot 1 DP46486, CT 1615/72); the Capitol Theatre (being legally described as Lot 1 DP 4365, CT 44C/591); and the Auckland Philharmonic Orchestra Building (being legally described as Lot 4 DP 6736, CT 181/254) for the duration of the current use (as at 12 September 2001) of these buildings:

- a. an internal noise objective of 33dBA from airborne noise and 33dBA from regenerated noise; and
- b. a vibration limit of 98 dB re 1m mm/s.

15. Vibration relating to the potential for structural damage shall be assessed in accordance with British Standard BS 7385: Part 2 – 1993 *Evaluation and Measurement of Vibration in Buildings*.

16. Dominion Road shall be re-surfaced with dense graded asphalt (or a similar surface with no lesser noise absorption characteristics) for noise purposes following the completion of the physical works included in stage PT2 of the designation.

### **Parking and Traffic**

17. Prior to commencement of the physical works required by the designation, a traffic management plan shall be prepared for each phase of the work by a qualified traffic engineer and approved by the council.

18. In particular, prior to the commencement of any physical works on or for the Valley Road or Balmoral Road off-road deviations, Local Area Traffic Management Plans for each centre are to be prepared in consultation with the owners and occupiers of all properties abutting those deviations as part of the outline plan required by condition 6. Each Local Area Traffic Management Plan is to demonstrate how the works will be effectively and safely integrated with general traffic, parking, access, and is to include the form and location of any proposed passenger stations, and to provide for loading and pedestrian arrangements in each of the Valley Road and Balmoral Road centres. The Local Area Traffic Management Plans are to be independently assessed by a qualified traffic engineer prior to approval by the council.

19. Existing accesses, on-site parking and manoeuvring areas along the corridor which are directly affected by the works shall, as far as practicable, and in consultation with affected landowners, be reinstated or relocated by the Requiring Authority in accordance with Unitary Plan standards.

20. Access to properties on the western side of Dominion Road between Denbigh Avenue and the SH 20 motorway designation shall have legal access reinstated by the Requiring Authority by means of a suitably dimensioned and formed access way from Denbigh Avenue.

### **Structural Integrity**

21. The structural integrity of buildings adjoining the PT 4 stage of the designation at 616 Dominion Road (being legally described as Lot 1 DP 59284, CT 14D/1376) shall not be compromised by the work in either of the construction or operational phases.

22. The structural integrity of buildings adjoining the PT 3 stage of the designation in the Eden Quarter at 296C Dominion Road (being legally described as Unit B7, UP 203741, CT 132B/399) shall not be compromised by the works in either of the construction or operational phases. This condition shall also apply to the building located at 256 Dominion Road. It shall further apply to the property known as the "Printers Building", located at 288 Dominion Road, in the event that the Requiring Authority determines that the "Printers Building" does not require total demolition.

### **Railway Linkage**

23. The Requiring Authority will co-operate with the landowner and infrastructure owner of the rail corridors to ensure the integration of passenger transport route causes minimal interruption to the efficient planning and operation of those corridors.

### **Other**

24. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

26. Prior to the commencement of any physical works, the Requiring Authority shall obtain all relevant consents.

### **Advice Notes**

1. The Requiring Authority shall obtain all other necessary consents and permits, and shall comply with all relevant council bylaws.

2. The Requiring Authority shall implement suitable arrangements for sediment control and stormwater treatment and detention as necessary in accordance with relevant council guidelines.

3. Under the Historic Places Act (1993) an authority to damage, modify, or destroy an archaeological site may be required from the NZ Historic Places Trust before any work takes place that would affect an archaeological site.

4. The Requiring Authority shall use its best endeavours to persuade utility service providers to underground their utility services along the length of the designated route. The Landscape Plan required by condition 10 should be used wherever possible as a means of implementing any plans to underground equipment and overhead lines. The Requiring Authority shall undertake cost sharing with the appropriate network utility operator in accordance with any agreement previously reached.

5. The Requiring Authority is to undertake investigations at the earliest opportunity into the implementation of 'Park and Ride' facilities in the vicinity of Dominion Road and to attend to the lodgement of a Notice of Requirement for the establishment of these facilities.

6. The Requiring Authority should ensure that no network utility operator's overhead lines or cables are installed on any catenary system which may be provided within the passenger transport route.

7. It is the Panel's opinion that when fully redeveloped for an enhanced passenger transport system, Dominion Road may not be a suitable through route for cyclists. In conjunction with the council the Requiring Authority should continue to examine the feasibility of providing improved routes for cyclists on local roads parallel to Dominion Road.

8. The Panel has the opinion that no passenger transport stations are to be located so as to prevent traffic turning movements at any road intersections along Dominion Road.

## **Attachments**

No attachments.

## 1615 Road Widening - Sandringham Road

Designation Number	1615
Requiring Authority	Auckland Transport
Location	60 and 64 Sandringham Road and 57-59 Walters Road, Sandringham
Rollover Designation	Yes
Legacy Reference	Designation D07-34, 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.

## Conditions

### 1. General

1.1 Except as modified by the conditions below, the works shall be undertaken in general accordance within the Notice of Requirement and its supporting documents, as follows:

- a. 'Sandringham Road Transport Corridor Upgrade - Notice of Requirement by the Auckland City Council Pursuant to Section 168A of the Resource Management Act 1991 and Assessment of Environmental Effects'; prepared for the Auckland City Council by Boffa Miskell Ltd and dated February 2009;
- b. The 'Sandringham Road Transport Corridor Upgrade Designation Drawings', prepared for the Auckland City Council by Opus Consultants Limited, being:
  - i. Sandringham Road Transport Corridor Upgrade Designation Plan, Reference 1/1071/313, Sheet 8, Revision RO, Plot Date 17/02/09;
  - ii. Land Required for Road Widening Purposes 60 & 64 Sandringham Road, Reference 1/1071/313, Sheet 9, Revision RO, Plot Date 13/02/09; and
  - iii. Land Required for Road Widening Purposes 57 & 59 Walters Road, Reference 1/1071/313, Sheet 10, Revision RO, Plot Date 17/02/09.

1.2 Where requested by affected property owners, the Requiring Authority shall physically peg out the extent of the alignment on individually affected properties.

1.3 The lapse period of this designation is 12 years from the inclusion of the designation in the Unitary Plan, in accordance with Section 184(1) of the Resource Management Act 1991.

### 2. Construction

2.1 Prior to commencement of works, the Requiring Authority is to prepare a Construction Management Plan ("CMP") to the satisfaction of the Auckland Council.

2.2 The CMP shall include specific details relating to the demolition, construction and management of all works, including:

- a. Details of the project manager, including their contact details (phone, mobile, postal address, email address);
- b. A construction programme of the works indicating in particular likely time periods for road closures and anticipated traffic diversion effects;
- c. Measures agreed by the Requiring Authority with the Eden Park Trust Board and/or its head contractor to avoid conflicts and constraints with the construction activity being undertaken at the

Eden Park site. In the event of any disagreement over any such measures, those advanced by each party are to be submitted to the Auckland Council along with the draft CMP and the decision of the Auckland Council on any such measure shall be final;

d. Any means of protection of services such as pipes and water mains within the road reserve;

e. Measures to be adopted to maintain all the land subject to the works in a tidy condition including disposal/storage of rubbish and storage and unloading of building materials;

f. Procedures for controlling sediment run-off, in accordance with Auckland Council Technical Publication No 90, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days to ensure that there is no dust nuisance on any of the adjacent residential properties;

g. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works;

h. Means for ensuring the safety of the general public;

i. Construction noise management measures to be employed to ensure compliance with NZS6802:1999, specifically addressing the following:

i. The construction sequence;

ii. Machinery and equipment to be used, including the use of non percussive machinery where practicable,

iii. Hours of operation, including times and days when noisy construction work would occur.

j) Methods of managing the local and network wide effects of the construction on traffic, and including details of:

i. Traffic management measures to address and to maintain traffic flows on Sandringham Road and Walters Road;

ii. Methods to manage the effects of the delivery of construction material, plant and machinery;

iii. The numbers, frequencies and timing of construction traffic movements;

iv. Means by which access to private properties will be maintained during construction, or where necessary, means by which occupiers of affected properties will be notified of times and durations of temporary removal of access as a result of the works.

k. As far as practicable, the CMP is to ensure that the vibration standards of the German Standard DIN 4150 will be met.

l. The CMP shall detail communication protocols between the lead contractors for each of the Eden Park redevelopment and the Kingsland Railway Station upgrade to ensure that construction projects in the immediate area are managed so as to minimise disruption to those developments, the local community and transportation network.

2.3 A suitably experienced, Council approved arborist ("nominated arborist") shall be employed by the Requiring Authority to monitor, supervise and direct all works within the drip line or in the vicinity of those protected trees to be retained, for the duration of the works.

### **3. Property Amenity**

3.1 The Requiring Authority shall prepare a Property Reinstatement Plan ("PRP") to the satisfaction of the Auckland Council showing detail of the replacement or reinstatement of the existing property features (including planting, walls, fences and driveways) on the affected properties (as described individually below). The PRP must be prepared in consultation with the affected property owners. The PRP must be implemented within 3 months of the widening works being completed on the affected properties.

3.2 The PRP must include the following:

- a. 57 Walters Road: reinstate driveway and vehicle access to Sandringham Road. Install new concrete block retaining wall with small basalt rock fascia (or similar) to tie to existing ground levels; install picket fence (1.2 m) on road frontage to tie with existing gate (relocated) and adjacent properties.
- b. 59 Walters Road: replace boundary fence with 1.8m close boarded fence and replant on site. Fence to be installed on top of concrete block retaining wall (with small basalt rock fascia). Planting to be comprised of an evergreen hedge of native (pb 3 grade), non-deciduous species, with specimen trees (approximately 5 trees at 45 litre pb size).
- c. 60 Sandringham Road: replace boundary wall and fence and provide screening planting. New concrete block retaining wall with small basalt rock fascia (or similar) as required; install picket fence (1.2 m) on top of wall on Sandringham road frontage and extend along Walters Road boundary; plant new hedge along Sandringham road frontage. Planting to be comprised of an evergreen hedge of native (pb 3 grade), non-deciduous species, with specimen trees (approximately 5 trees at 45 litre pb size).
- d. 64 Sandringham Road: reinstate driveways, boundary fence and vehicle access to Sandringham Road and replant on site. New concrete block retaining wall with small basalt rock fascia (or similar) as required; install picket fence (1.2 m) on top of wall. Relocate existing vegetation onsite where appropriate. Planting behind new picket fence to be comprised of an evergreen hedge of native, non-deciduous species (pb 3 grade), with specimen trees (approximately 5 trees at 45 litre pb size).
- e. The replacement of any plants or trees removed from the properties fronting Sandringham Road taking into account the following:
  - i. Planting shall be predominantly indigenous species; and
  - ii. Planting shall be designed and laid out, having regard to pedestrian safety, particularly in terms of visibility (particularly at night).

3.3 Notwithstanding condition 3.1, access to these properties (including vehicle access) shall be maintained at all times during the works.

3.4 Should the Requiring Authority in its discretion decide to relocate the villa at 60 Sandringham Road further back on its site, the extent of that relocation shall be limited to maintaining the same front yard area (the distance between the villa and the boundary of the site on Sandringham Road) that currently exists. The purpose of this is to maintain the heritage value of the relationship of the villa to the streetscape.

NB - For the purpose of clarity, condition 3.4 applies only if the Requiring Authority chooses to relocate the villa.

#### **4. Consultation**

4.1 The Requiring Authority shall invite the Eden Park Trust Board to discuss the timing of the designation works around major events held at Eden Park and to endeavour to undertake works adjacent to Eden Park in coordination with works occurring at Eden Park.

#### **Advice Note**

1. Traffic calming measures along Walters Road should be designed and located to ensure they do not create a trip hazard for people accessing and leaving Eden Park at the times of major events at the Park site.

## **Attachments**

No attachments.



## 1616 Road Widening - Mt Eden Road

Designation Number	1616
Requiring Authority	Auckland Transport
Location	14-18 22, 26, 44-56, 43-81, 90, 94-96 Mt Eden Road and 2,3 Enfield Street, Mt Eden
Rollover Designation	Yes
Legacy Reference	Designation D08-33, 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.

## 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.

## 1617 Road Widening - Gillies Avenue

Designation Number	1617
Requiring Authority	Auckland Transport
Location	1 Gillies Avenue, Newmarket
Rollover Designation	Yes
Legacy Reference	Designation D09-25, 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 - south-west corner 3m 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. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 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.

## 1619 Road Widening - Great South Road

Designation Number	1619
Requiring Authority	Auckland Transport
Location	1-21, 69-105, 421-485, 495-525, 535-555 and 575 Great South Road and 2-8 Manukau Road between Greenlane and Newmarket
Rollover Designation	Yes
Legacy Reference	Designation D09-30, 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 - west side 2.74m 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.

## 1620 Eastern Transport Corridor

Designation Number	1620
Requiring Authority	Auckland Transport
Location	Orakei Point to Meadowbank, Glen Innes and Panmure
Rollover Designation	Yes
Legacy Reference	Designation D14-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Eastern Transport Corridor.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 15 years from being operative in the Unitary Plan unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
- c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

2. Prior to Auckland Transport undertaking any development on the Eastern Transport Corridor, Auckland Transport shall withdraw this designation and replace it with a new Notice of Requirement, which will provide full details of any proposal in accordance with section 168 of the Act. The Notice of Requirement will be publicly notified in accordance with the provisions of Part VIII of the Act.

## Attachments

No attachments.

## 1621 Road Widening - Woodward Street

Designation Number	1621
Requiring Authority	Auckland Transport
Location	2-4 Woodward Street and 1081 New North Road , Waterview
Rollover Designation	Yes
Legacy Reference	Designation E04-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Description

Building line for road widening - 2.5m 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. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1622 Car Park - New North Road

Designation Number	1622
Requiring Authority	Auckland Transport
Location	984 New North Road, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation E05-32, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

### Description

Council car park.

### Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

### Attachments

No attachments.

## 1623 Car Park - New North Road

Designation Number	1623
Requiring Authority	Auckland Transport
Location	867C New North Road, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation E05-33, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Council car park.

### Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

### Attachments

No attachments.



## 1624 Road Widening - New North Road

Designation Number	1624
Requiring Authority	Auckland Transport
Location	756-764 New North Road, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation E06-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Description

Building line for road widening - west side 2.5m 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. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

### 1625 Car Park - Kitchener Road

Designation Number	1625
Requiring Authority	Auckland Transport
Location	12 Kitchener Road, Sandringham
Rollover Designation	Yes
Legacy Reference	Designation E06-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1626 Road Widening - Balmoral Road

Designation Number	1626
Requiring Authority	Auckland Transport
Location	34-36, 88-102, 104B, 108, 122-126, 132-138, 142-156, 218-230 Balmoral Road and 15 Douglas Road, Balmoral
Rollover Designation	Yes
Legacy Reference	Designation E07-02, 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.

### Conditions

1. 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 it is given effect to prior.

### Attachments

No attachments.

## 1627 Road Widening - Balmoral Road and Greenlane West

Designation Number	1627
Requiring Authority	Auckland Transport
Location	59 The Drive, Epsom
Rollover Designation	Yes
Legacy Reference	Designation E08-08, 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.

### Conditions

1. That a landscape plan be submitted to the Council at the time of detailed design.
2. The short term construction effects including noise, visual effects and dust effects be reduced through appropriate construction methods.
3. The term for implementation of this designation shall be 12 years from the inclusion of the designation in the Unitary Plan.

### Attachments

No attachment.

## 1628 Car Park - Essex Road

Designation Number	1628
Requiring Authority	Auckland Transport
Location	4-8 Essex Road, Mt Eden
Rollover Designation	Yes
Legacy Reference	Designation E08-19, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1629 Car Park - Green Lane West

Designation Number	1629
Requiring Authority	Auckland Transport
Location	132 Green Lane West, Greenlane
Rollover Designation	Yes
Legacy Reference	Designation E10-16, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1630 Car Park - Clonbern Road

Designation Number	1630
Requiring Authority	Auckland Transport
Location	6 Clonbern Road, Remuera
Rollover Designation	Yes
Legacy Reference	Designation E11-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1631 Car Park - Remuera Road

Designation Number	1631
Requiring Authority	Auckland Transport
Location	539 Remuera Road, Remuera
Rollover Designation	Yes
Legacy Reference	Designation E12-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.



### 1634 Car Park - Stratton Lane

Designation Number	1634
Requiring Authority	Auckland Transport
Location	Stratton Lane, Glen Innes
Rollover Designation	Yes
Legacy Reference	Designation E15-10, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1636 Car Park - Rosebank Road

Designation Number	1636
Requiring Authority	Auckland Transport
Location	59 Rosebank Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation F03-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1638 Road Widening - Tiverton Road

Designation Number	1638
Requiring Authority	Auckland Transport
Location	7 Tiverton Road, Blockhouse Bay
Rollover Designation	Yes
Legacy Reference	Designation F04-15, 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.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1639 Road Widening - Owairaka Avenue

Designation Number	1639
Requiring Authority	Auckland Transport
Location	2-6 and 8-14 Owairaka Avenue and 1 Tyburnia Avenue, Owairaka
Rollover Designation	Yes
Legacy Reference	Designation F05-02, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening - 3m from road boundary.

### Conditions

1. In accordance with Section 184 of the Resource Management Act 1991 the designation shall lapse 15 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport, when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1640 Road Widening - Richardson Road and Stoddard Road

Designation Number	1640
Requiring Authority	Auckland Transport
Location	210-220 Richardson and 192-220 Stoddard Road, Hillsborough
Rollover Designation	Yes
Legacy Reference	Designation F05-03, 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 – designation covers footpaths only and excludes buildings (other than verandas).

### Conditions

1. 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.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

### 1641 Car Park - Stoddard Road

Designation Number	1641
Requiring Authority	Auckland Transport
Location	219 Stoddard Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation F05-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1642 Road Widening - Mt Albert Road

Designation Number	1642
Requiring Authority	Auckland Transport
Location	167-169 and 179 Mt Albert Road, and 3 Owairaka Avenue, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation F06-03, 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 - 2.5m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1643 Road Widening - Mt Albert Road

Designation Number	1643
Requiring Authority	Auckland Transport
Location	181-245, 251, 259-335, 334A-340A, 346-352, 349-357, 356-368, 371A-457, 386-446, 448-536, 459A-649, 546-560, 590-620, 636, 644-650, 653-663, 660A, 664-668, 669-673, 670-684, 679-681, 688-698, 693-699, 707-711 and 717-725 Mt Albert Road, 685 Sandringham Road Extension, 1-1A May Road, 8-12 Mount Roskill Road, 1001, 1288C Dominion Road, 30 Erson Avenue, 18-18A Jasper Avenue, 1 and 2 Scout Avenue, 944 Mount Eden Road, 282 St. Andrews Road, 111 Pah Road and 704-717 Manukau Road
Rollover Designation	Yes
Legacy Reference	Designation F06-04, 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 - 3m 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.
3. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
  - a. An assessment of the effects of the historic heritage values of the place;
  - b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

### Attachments

No attachments.



## 1644 Road Widening - Mt Albert Road and Sandringham Road

Designation Number	1644
Requiring Authority	Auckland Transport
Location	250-252, 256 Mt Albert Road and 692 Sandringham Road, Sandringham
Rollover Designation	Yes
Legacy Reference	Designation F06-05, 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 - 2.5m from road boundary.

### Conditions

1. 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.

### 1645 Car Park - Mt Albert Road

Designation Number	1645
Requiring Authority	Auckland Transport
Location	360-366 Mt Albert Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation F07-13, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1646 Road Widening - Mt Eden Road

Designation Number	1646
Requiring Authority	Auckland Transport
Location	955-981 Mt Eden Road, Three Kings
Rollover Designation	Yes
Legacy Reference	Designation F08-06, 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 - 2m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1647 Road Widening - Great South Road

Designation Number	1647
Requiring Authority	Auckland Transport
Location	682-710, 726-740 Great South Road, east side, Penrose
Rollover Designation	Yes
Legacy Reference	Designation F11-22, 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 - 4m from road boundary.

### Conditions

1. That Auckland Transport (or any succeeding requiring authority) 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. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with Section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1648 Road Widening - Robert Street

Designation Number	1648
Requiring Authority	Auckland Transport
Location	1 Robert Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-23, 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 corner cut off - 6m by 6m corner cut off.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1649 Road Widening - Morrin Street

Designation Number	1649
Requiring Authority	Auckland Transport
Location	41 Robert Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-24, 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 corner cut off - 6m by 6m corner cut off.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

### 1650 Car Park - Ladies Mile

Designation Number	1650
Requiring Authority	Auckland Transport
Location	179-181 Ladies Mile, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

### 1651 Car Park - Main Highway

Designation Number	1651
Requiring Authority	Auckland Transport
Location	132 Main Highway and 6 Arthur Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Council car park.

### Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

### Attachments

No attachments.



## 1652 Road Widening - Ladies Mile

Designation Number	1652
Requiring Authority	Auckland Transport
Location	141 Ladies Mile, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F12-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening and corner cut off.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation shall lapse 15 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1653 Road Widening - Main Highway

Designation Number	1653
Requiring Authority	Auckland Transport
Location	193-205 Main Highway south side and 2 Cawley Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F12-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Building line for road widening - south side 4m from road boundary.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation shall lapse 15 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1654 Road Widening - Wilkinson Road

Designation Number	1654
Requiring Authority	Auckland Transport
Location	24 Wilkinson Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F12-31, 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 corner cut off - north east corner 6m by 6m corner cut off.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with Section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1655 Road Widening - Ellerslie Panmure Highway

Designation Number	1655
Requiring Authority	Auckland Transport
Location	341-357, 387-393, 406-424, 421-439, 456-470, 459 and 535 Ellerslie Panmure Highway, 1-1A Ferndale Road, 1 Barrack Road and 1 Harding Avenue
Rollover Designation	Yes
Legacy Reference	Designation F13-05, 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 - 5m 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 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.

## 1656 Road Widening - Lagoon Drive

Designation Number	1656
Requiring Authority	Auckland Transport
Location	7-27, 16-34 Lagoon Drive and 7-17 Queens Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F14-15, 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 - 5m from road boundary.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1657 Road Widening - Mt Wellington Highway

Designation Number	1657
Requiring Authority	Auckland Transport
Location	39-87, 80, 114-170, 153-155, 214-258, 261-279, 289-301, 570, 576-590, 660-684 and 645 Mt Wellington Highway, 56 Panorama Road, 459 Ellerslie-Panmure Highway, 2 Hamlin Road, 3 and 7 Triangle Road and 2A Ryburn Road, Mt Wellington
Rollover Designation	Yes
Legacy Reference	Designation F14-16, 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 - 5m from road boundary.

### Conditions

1. That Auckland Transport (or any succeeding requiring authority) in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly 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.

### 1658 Car Park - Lagoon Drive

Designation Number	1658
Requiring Authority	Auckland Transport
Location	11-13 Lagoon Drive, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F14-21, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1660 Car Park - Pilkington Road

Designation Number	1660
Requiring Authority	Auckland Transport
Location	28-30 Pilkington Road. Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.



## 1661 Car Park - Lagoon Drive

Designation Number	1661
Requiring Authority	Auckland Transport
Location	32-34 Lagoon Drive Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-32, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1663 Car Park - Pilkington Road

Designation Number	1663
Requiring Authority	Auckland Transport
Location	7-13 Pilkington Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-36, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1664 Road Widening - Queens Road

Designation Number	1664
Requiring Authority	Auckland Transport
Location	136-140, 144-148, 150-154, 158-160 Queens Road north side, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-40, 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 - north side 5m from road boundary.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1665 Service Lane - Tripoli Road

Designation Number	1665
Requiring Authority	Auckland Transport
Location	144-160 Queens Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-41, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Proposed service lane - 6m width.

## Conditions

1. For those proposed service lanes abutting residential properties and open spaces areas, adequate fencing and screening be implemented to reduce any adverse effects.
2. Adequate vegetation and the use of devices such as speed humps be implemented along those service lanes that provide through routes between road, to reduce vehicle speed and prevent inappropriate use of the lane.
3. The term for implementation of the designation shall be within 12 years from the inclusion of the designation in the Unitary Plan.

## Attachments

No attachments.

## 1666 Car Park - Richardson Road

Designation Number	1666
Requiring Authority	Auckland Transport
Location	580 Richardson Road, Hillsborough
Rollover Designation	Yes
Legacy Reference	Designation G06-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. Any new activities or works proposed to be carried out, or building to be erected, which are not in accordance with the designation shall be subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to Section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act; or

c. A resource consent application.

## Attachments

No attachments.

## 1667 Road Widening - Trafalgar Street

Designation Number	1667
Requiring Authority	Auckland Transport
Location	143 and 145 Trafalgar Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-22, 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 corner cut off - 5m by 5m corner cutoffs.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1668 Road Widening - Manukau Road

Designation Number	1668
Requiring Authority	Auckland Transport
Location	722, 726-792 Manukau Road, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-39, 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.

### Conditions

1. 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.

### Attachments

No attachments.

## 1669 Road Widening - Campbell Road

Designation Number	1669
Requiring Authority	Auckland Transport
Location	Campbell Road, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-42, 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.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

2. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:

- a. an assessment of the effects of the historic heritage values of the place;
- b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature. This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

### Attachments

No attachments.



## 1670 Car Park - Manukau Road

Designation Number	1670
Requiring Authority	Auckland Transport
Location	760-770 Manukau Road
Rollover Designation	Yes
Legacy Reference	Designation G09-44, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1671 Road Widening - Mt Smart Road

Designation Number	1671
Requiring Authority	Auckland Transport
Location	1-5 Campbell Road and 802,810 Manakau Road, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-46, 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.

## 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 in the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
3. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
  - a. An assessment of the effects of the historic heritage values of the place.
  - b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.This condition shall not apply in respect of repair or maintenance of the building, structure or feature. This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

## Attachments

No attachments.

## 1672 Road Widening - Symonds Street

Designation Number	1672
Requiring Authority	Auckland Transport
Location	118-126 Symonds Street, 725 Mount Albert Road and 17 Erson Avenue, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-47, 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.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1673 Road Widening - Manukau Road

Designation Number	1673
Requiring Authority	Auckland Transport
Location	802-810, 822 Manukau Road south of Mt Smart Road intersection, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-49, 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.

### Conditions

1. 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.

## 1674 Road Widening - Mt Smart Road

Designation Number	1674
Requiring Authority	Auckland Transport
Location	415 Onehunga Mall, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G10-36, 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 corner cut offs - 5m by 5m corner cut offs.

## 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. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

## Attachments

No attachments.

## 1675 Road Widening - Great South Road

Designation Number	1675
Requiring Authority	Auckland Transport
Location	Great South Road, Penrose
Rollover Designation	Yes
Legacy Reference	Designation G12-06, 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.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1676 Road Widening - Mt Wellington Highway

Designation Number	1676
Requiring Authority	Auckland Transport
Location	Mt Wellington Highway (adjoins No. 393), Mt Wellington
Rollover Designation	Yes
Legacy Reference	Designation G13-12, 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 - 7.5m from southern boundary of Regional Road.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1677 Road Widening - Great South Road

Designation Number	1677
Requiring Authority	Auckland Transport
Location	950-952, 970-992, 998-1006, 1120, 514-540, 562-618, 791-793, 805, 851, 475-583, 617-649 Great South Rd and 2,10 Beatley Street, Penrose
Rollover Designation	Yes
Legacy Reference	Designation G13-16, 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 - 5m 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.
3. Notwithstanding section 177 of the Resource Management Act 1991, Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorized by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on the land in which Vector has a property interest, whether or not that is authorized by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any party authorized by Vector will:
  - give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
  - meet any necessary health and safety requirements; and
  - remedy at Vector's cost any physical damage Vector causes as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.



4. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:

- a. An assessment of the effects of the historic heritage values of the place;
- b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

## **Attachments**

No attachments.

## 1679 Road Widening - Waipuna Road

Designation Number	1679
Requiring Authority	Auckland Transport
Location	57 Waipuna Road and 4 Carbine Road, Mt Wellington
Rollover Designation	Yes
Legacy Reference	Designation G14-07, 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 - 5m from road boundary.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport, when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1680 Car Park - Blockhouse Bay Road

Designation Number	1680
Requiring Authority	Auckland Transport
Location	580 Blockhouse Bay Road, Blockhouse Bay
Rollover Designation	Yes
Legacy Reference	Designation H04-04, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1681 Road Widening - Hillsborough Road

Designation Number	1681
Requiring Authority	Auckland Transport
Location	467 Hillsborough Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation H06-02, 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 corner cut offs.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1682 Road Widening - Hillsborough Road

Designation Number	1682
Requiring Authority	Auckland Transport
Location	427-433 Hillsborough Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation H06-03, 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 corner cut offs.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1683 Road Widening - Selwyn Street

Designation Number	1683
Requiring Authority	Auckland Transport
Location	77 Selwyn Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H09-14, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.
3. Notwithstanding section 177 of the Resource Management Act 1991, Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorized by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on the land in which Vector has a property interest, whether or not that is authorized by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any party authorized by Vector will:
  - give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
  - meet any necessary health and safety requirements; and
  - remedy at Vector's cost any physical damage Vector causes as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## Attachments

No attachments.

### 1684 Pedestrian Accessway - Hill Street

Designation Number	1684
Requiring Authority	Auckland Transport
Location	47 Hill Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H09-17, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Pedestrian accessway.

## Conditions

1. The term for implementation of this designation be within 15 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

## Attachments

No attachments.

## 1685 Road Widening - Neilson Street

Designation Number	1685
Requiring Authority	Auckland Transport
Location	35, 3, 39, 41, 45, 167-171, 270-274, 327, 333 and 343 Neilson Street, 8 and 10 Gloucester Park Road, 10 O'Rorke Street, 6-10 Selwyn Street and 9 Alfred Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H09-29, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

1. The building lines shall be in accordance with the modified plans identified as H09-29.
2. That the scheduled Italian cypress (632) located at 270 Neilson Street is to be replaced by a mature specimen tree of at least 4m in height at the time of planting. Before commencement of construction of the road widening, a landscaping plan giving details of the tree (showing the species, its location, size at time of planting, soil or growing medium depth and drainage) and also outlining a maintenance programme for the tree shall be submitted to the satisfaction of council. Planting of this tree shall be undertaken in accordance with the approved landscape plan during the first planting season after construction of the road widening commences.
3. Any existing parking, manoeuvring and planting areas which are affected by the proposed land take shall be relocated or reinstated in so far as is practicable and to the satisfaction of council.
4. That detailed plans of the proposed works are to be provided to the satisfaction of council at least two months prior to the commencement of construction. These plans shall clearly indicate where existing parking, manoeuvring and planting will be affected by the land take. The plans will also give details of any proposed relocation or reinstatement of parking, manoeuvring and planting areas. Within ten days of receipt of the plans council may request any reasonable changes to achieve the purpose of the requirement and with regard to the agreed conditions.
5. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the stormwater system. The location and specification of the sediment control device(s) shall be in accordance with Annexure 14 of the Auckland Council District Plan (Isthmus Section) 1999.
6. 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.

## Advice Note



1. The Tranz Rail freight terminal is subject to an existing designation, "Auckland Freight Centre, Neilson Street vicinity". As such the council designation is to be identified as the later designation in the Unitary Plan. The provisions of Section 177 of the Resource Management Act (1991) apply accordingly.

## **Attachments**

No attachments.

## 1686 Road Widening - Princes Street

Designation Number	1686
Requiring Authority	Auckland Transport
Location	24 Selwyn Street and 39-41 Princess Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-01, 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 corner cut offs - 3m by 3m corner cut offs.

## Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

## Attachments

No attachments.

## 1687 Car Park - Church Street

Designation Number	1687
Requiring Authority	Auckland Transport
Location	81-97 Church Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1688 Road Widening - Arthur Street

Designation Number	1688
Requiring Authority	Auckland Transport
Location	119, 131-135, 151 Arthur Street and 250 Onehunga Mall, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-20, 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 - south side 3.05m from road boundary.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

### Attachments

No attachments.

## 1689 Road Widening - Church and Galway Streets

Designation Number	1689
Requiring Authority	Auckland Transport
Location	130 Church Street and 115 Galway Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-28, 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 corner cut offs - 3m by 3m cut offs.

### Conditions

1. That the term for implementation of these designations be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. That the Church of Assumption building and surrounds located on the north-eastern corner be suitable protected during the construction of the designated work in direct consultation with the New Zealand Historic Places Trust.

### Attachments

No attachments.

## 1691 Car Park - Waiapu Lane

Designation Number	1691
Requiring Authority	Auckland Transport
Location	1 Waiapu Lane, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-34, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
  - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
  - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1692 Car Park - Waller Street

Designation Number	1692
Requiring Authority	Auckland Transport
Location	9-21 Waller Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-35, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1694 Service Lane - Waller Street

Designation Number	1694
Requiring Authority	Auckland Transport
Location	3 Paynes Lane, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-45, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Proposed service lane.

## Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.



## 1695 Road Widening - Neilson Street

Designation Number	1695
Requiring Authority	Auckland Transport
Location	175-243 Neilson St (south side), Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-50, 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.

### Conditions

1. The building line shall be in accordance with the diagram.
2. Prior to construction of the road widening, a landscape plan shall be submitted for the written approval of the council. This will address in detail the mitigation required for the effects of the designation upon the pohutukawa tree on the north east corner of Waikaraka Park, the 21 trees on the playing fields and 10 smaller trees on the practice fields and the group of trees on the corner of the 249 Neilson Street property.
3. That detailed plans of the proposed demolition, reconstruction and supervision of the scheduled Neilson Street, Waikaraka Park historic wall, including the heritage impact upon the inner wall and the caretaker's house on the corner of Neilson Street and Captain Springs Road, are to be provided for the written approval of council prior to the commencement of works. Such plans and the construction methods shall ensure the general appearance and the scale of the historic walls are maintained.
4. That detailed plans of the proposed works are to be provided for the written approval of the council prior to the commencement of construction. These plans shall clearly indicate where existing parking, manoeuvring and planting will be affected by the land take. The plans will also give details of any proposed relocation or reinstatement of parking, manoeuvring and planting areas.
5. Any stormwater run-off arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the stormwater system. The location and specification of the sediment control device(s) shall be in accordance with the Unitary Plan.
6. The term for implementation of this designation shall be 12 years from the inclusion of the designation in the Unitary Plan.

### Advice Note

1. The main trunk sewer runs adjacent and parallel to the area for road widening. Prior to undertaking works in the designated area, Watercare Services Limited shall be notified and the sewer protected from damage by the proposed works. This is required under s. 39 of the Auckland Metropolitan Drainage Act (1960).

## **Attachments**

No attachments.

## 1697 Road Widening - Captain Springs Road

Designation Number	1697
Requiring Authority	Auckland Transport
Location	153, 156A Captain Springs Road and 231-241, 252, 253-259 Church Street, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-06, 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 and corner cut off.

### Conditions

1. 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.

## 1699 New Road - Pukemiro Street

Designation Number	1699
Requiring Authority	Auckland Transport
Location	57 Angle Street, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-13, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Proposed road.

### Conditions

1. 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.
2. Activities shall be in accordance with the development controls of the Unitary Plan.

### Attachments

No attachments.

## 1700 New Road - Captain Springs Road

Designation Number	1700
Requiring Authority	Auckland Transport
Location	60 and 69 Captain Springs Road and and 13 and 59 Miami Parade, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-14, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Proposed roading network.

### Conditions

1. Means of mitigating adverse effects on the coastal marine area to be incorporated at the time of detailed design.
2. A detailed landscape plan be submitted to the Council at the time of detailed design.
3. Activities shall be in accordance with the development controls of the Unitary Plan.
4. 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.

## 1701 New Road - Manukau Esplanade

Designation Number	1701
Requiring Authority	Auckland Transport
Location	59 Miami Parade, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-18, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Proposed Road.

## Conditions

1. That construction of the road and the road as completed does not impact adversely on the Manukau Harbour or coastal environment.
2. That means of mitigating any adverse effects on the coastal environment be incorporated in to the final design of the road.
3. That a landscape plan incorporating planting to reduce visual effect of the road on the coastal environment be submitted to the council at the time of detailed design.
4. 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.
5. Prior to giving effect to the designation, a site investigation shall be undertaken to determine the extent, if any, of contaminated soils within the construction footprint of the road. Where this investigation identifies any contaminated soils, a contamination management plan shall be submitted to council for approval. The contamination management plan must contain details of the measures to be implemented during construction and operation of the road to avoid and mitigate adverse effects on the surrounding environment.

## Attachments

No attachments.

## 1702 Road Widening - Neilson Street and Angle Street

Designation Number	1702
Requiring Authority	Auckland Transport
Location	273, 287, 291-305 Neilson Street and 2 Angle Street, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-19, 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 and corner cut off - 2.45m from road boundary and 5m by 5m corner cut off on both corners of Angle Street.

### Conditions

1. That Auckland Transport in designing the works will have regard to the implications in any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
3. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
  - a. an assessment of the effects of the historic heritage values of the place;
  - b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

### Attachments

No attachments.

## 1703 Road Widening - Church Street

Designation Number	1703
Requiring Authority	Auckland Transport
Location	365-381, 340-396 Church Street and 2 Beasley Avenue, Southdown
Rollover Designation	Yes
Legacy Reference	Designation H12-02, 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 - both sides 2.74m 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, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

## Attachments

No attachments.



## 1704 Car Park - Atkinson Avenue

Designation Number	1704
Requiring Authority	Auckland Transport
Location	89 Atkinson Avenue, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act..

## Attachments

No attachments.

## 1705 Car Park - Mason Avenue

Designation Number	1705
Requiring Authority	Auckland Transport
Location	21-25 Mason Avenue, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1706 Car Park - Hall Avenue

Designation Number	1706
Requiring Authority	Auckland Transport
Location	35-39 Hall Avenue and 28-34 Mason Avenue, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-09, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1708 Service Lane - Station Road to Huia Road

Designation Number	1708
Requiring Authority	Auckland Transport
Location	259-287 Great South Road, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Proposed service lane.

### Conditions

1. The term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

### Attachments

No attachments.

## 1709 Service Lane - Station Road to Mason Avenue

Designation Number	1709
Requiring Authority	Auckland Transport
Location	10-18 Station Road, 5-7 Mason Avenue and 303-337, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Proposed service lane.

### Conditions

1. 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.

## 1710 Car Park - High Street

Designation Number	1710
Requiring Authority	Auckland Transport
Location	12-16 High St, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Council car park.

## Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:

a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or

b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

## Attachments

No attachments.

## 1711 Road Widening - Walmsley Road and Mangere Road

Designation Number	1711
Requiring Authority	Auckland Transport
Location	83 Walmsley Road, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation J13-08, Auckland City 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 corner cut off.

### Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

### Attachments

No attachments.

## 1713 Waterview Shared Path

Designation Number	1713
Requiring Authority	Auckland Transport
Location	Various – proposed shared path 2.4km in length connecting Alan Wood Reserve to Great North Road (near Alford Street).
Rollover Designation	Yes
Legacy Reference	Designation E04-19, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	10 years from when the circumstances in section 175(1) of the Resource Management Act 1991 apply

### Purpose

Construction, operation and maintenance of the Waterview Walking and Cycling Facility.

### Conditions

#### General

1. Except as modified by conditions below, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement, dated November 2014 and supporting and supplementary information provided. The information includes:
  - a) Waterview Walking and Cycling Facility- Assessment of Environmental Effects to support Notice of Requirement and Resource Consents, Beca, 15 October 2014.
  - b) Waterview Shared Path Land Requirement Plans, Rev E, dated April 2015.
  - c) Further information contained within the Notice of Requirement and Resource Consent applications including all technical information, received by the Council on 17 November 2014.
  - d) Additional landscape assessment supplied via email on 3 December 2014, subject 'WSP Landscape and Visual Assessment' and via files share on 11 December 2014 subject 'WSP update to landscape assessment' (Appendices Mc and Md), both received from Melissa Spearman, Beca.
  - e) Additional information supplied via email on 3 March 2015, subject 'Waterview Shared Path- Response to Expert Comments and Feedback.pdf, received from Melissa Spearman, Beca.
  - f) Additional information supplied via email on 19 March 2015, subject 'WSP - Response to Council's specialist reports' received from Melissa Spearman, Beca; and
  - g) Revised design plans for the Soljak Place Bridge, provided in the Second Statement of Supplementary Evidence of Ms Amelia Joan Linzey, 1 May 2015.
  - h) Waterview Shared Path – Alteration to Designation & Section 127 Application for the Trent Street Link and Harbutt Reserve Bridge, Well Connected Alliance, 26 May 2016
  - i) Response to the letter titled 'Notice of Requirement to alter Auckland Transport Designation E04-19 (DP Isthmus PA388); Application to Change Conditions of Resource Consents R/REG/2014/4801 and R/REG/2014/4811 under Section 127 of the RMA-request for further information', prepared by the Well Connected Alliance, dated 7 July 2016
  - j) Waterview Shared Path: Historic Heritage Management Plan, prepared by Clough and Associates Ltd, dated June 2016.
  - k) Waterview Shared Path – Alteration to Designation & Section 127 Application for Albie Turner Field, Well Connected Alliance, September 2016
  - l) The letter titled 'Re: Further Information Request, 30 November 2016 – Waterview Shared Path – Alteration to Designation & Section 127 Application for Albie Turner Field – September 2016', prepared by Auckland Transport, dated 12 December 2016.
  - m) The letter titled 'Waterview Shared Path – Alteration to Designation & Section 127 Application for Albie Turner Field September 2016: Withdrawal from the NoR of the 45m Vehicle Access to Albie Turner Field (extending to the west beyond the Waterview Shared Path', prepared by Auckland Transport, dated 19 December 2016.



## **Outline Plan of Works**

2. An Outline Plan of Works (OPW) (or staged outline plans) shall be prepared and provided to the Council pursuant to section 176A of the Resource Management Act 1991 (the RMA) with the exception that an OPW is not required for the Trent Street Link or the alteration to the Waterview Shared Path alignment at Albie Turner Field with the OPW matters having been addressed in the information provided under condition 1h), i), j), k), l) and m). The OPW shall include details on the following:

- a) Final Design and Route Details, including design of the Alford Street Bridge, and design and route plans for the Soljak Place Bridge;
- b) The Construction Environmental Management Plan (CEMP), including community engagement plans for construction works;
- c) The Construction Traffic Management Plan (CTMP);
- d) An Ecological Mitigation Plan (EMP) (including pest management plan and revegetation plans) and tree management;
- e) Heritage Mitigation; and
- f) Lighting Plans

## **Design/Route Details**

### *Soljak Place Bridge*

3. Design/route detail for the Soljak Place Bridge must be prepared as part of the OPW. The purpose of this design/route detail is to demonstrate how the design responds to the visual and shading impacts on the residents of 8 Soljak Place. Subject to the matters below, the design/route detail shall be in general accordance with the Waterview Shared Path Mitigation Options- Soljak Place Bridge, prepared by Boffa Miskell, dated 3 October 2014, Waterview Shared Path- Soljak Place Bridge & Planting Shadow Study, prepared by Boffa Miskell, dated 14 November 2014 except as modified by the Second Statement of Supplementary Evidence of Shannon Bray. The design/route detail shall be prepared subject to the following additional requirements:

- a) The route and design will seek to maximise the mitigation of the Soljak Place Bridge and ramps from the north/northwest boundary of the 45/8 and 46/8 Soljak Place, whilst maintaining compliance with the AUSTROAD regional shared path standards for a cycleway facility, as generally detailed in the revised design plans DG-CK- 4017, DG-ST-4210, DG-ST- 4025;
- b) Physical screening (of the Soljak Place Bridge) shall be provided to mitigate the visual and privacy effects of the Soljak Place Bridge on 45/8 and 46/8 Soljak Place, whilst minimising adverse effects of shading on these properties where practicable. Subject to the consultation with the residents required by Condition 3(d) below, the design of screening shall be in general accordance with the Waterview Shared Path Mitigation Options- Soljak Place Bridge plans, Figures 1-3. This mitigation shall be in place before the Soljak Place Bridge section (Soljak Place to Harbutt Reserve) is open for public use;
- c) Planting plans shall be provided to mitigate the visual effects of the Soljak Place Bridge on 39-44/8, and 45/8 and 46/8 Soljak Place. Subject to the consultation with these residents, as required by Condition 3(d) below, the plant species and planting design shall be in general accordance with the Waterview Shared Path Mitigation Options- Soljak Place Bridge plans, Figures 1-3;
- d) The requiring authority must consult the owners of the apartments at 39-44/8, and 45/8 and 46/8 Soljak Place and the Body Corporate, in respect of the mitigation options set out in Conditions 3(a), 3(b) and 3(c). The Outline Plan of Works must detail what consultation has been undertaken and clearly identify how any matters raised by the adjoining apartment owners have been taken into consideration in finalising the design of the bridge and associated mitigation; and
- e) Lighting plans for the Soljak Place Bridge shall be designed to achieve no more than 5 lux at the boundary of 8 Soljak Place.

4. In addition to the physical screening of the Soljak Place Bridge, within 3 months of the opening of the Soljak Place Bridge, Auckland Transport shall provide a written offer to the residents of 45/8 and 46/8 Soljak Place for installation of screening (either by installation of physical blinds or by application of window film on the existing north facing windows of these properties). Works will be limited to cosmetic treatment (e.g. film, curtains or blinds that can be affixed to the existing window/door structures).

a) If within 3 months of receipt of the written offer following the opening the Soljak Place Bridge the owners confirm acceptance of this offer, then Auckland Transport will undertake the installation of screening. Any non-response will be deemed a decline of the offer. If this opportunity is accepted by the owners of these residences, the owners will be responsible for arranging appropriate access to the property for undertaking the works.

#### *Alford Street Bridge*

5. Design detail for the Alford Street Bridge shall be prepared as part of the OPW required by Condition 2. The purpose of this design detail is to demonstrate:

- a) How potential design opportunities can integrate with the existing Open Space activities (including the Oakley Creek Walkway) and the Wairaka Precinct development concepts; and
- b) How the design of the bridge and landing respond to cultural values and design responses identified by Mana Whenua (Kawerau a Maki Trust, Ngati Whatua Orakei Whai Maia Ltd, Ngai Tai Ki Tamaki, and Te Akitai Waiohoa); and
- c) How potential adverse effects on vegetation can be appropriately minimised, remedied and mitigated. The design detail shall be in general accordance with the Waterview Shared Path Concept Plans, presented in the Notice of Requirement and as revised in evidence (listed in Condition 1) and subject to the following additional requirements:
  - d) The design shall minimise construction within the floodplain (defined by the 1% AEP event) whilst minimising disruption to the existing Oakley Creek walkway;
  - e) The design shall minimise removal of vegetation from the Oakley Creek/Waterview Glades Reserve;
  - f) The requiring authority shall take all practicable steps to:
    - i) integrate with the land development plans of the Wairaka Precinct (recognising both the landholdings of Whai Rawa and Unitec); and to
    - ii) recognise Mana Whenua values as identified in cultural impact assessments or similar; and to
    - iii) consult with the following parties, in respect of the final design of the Alford Street Bridge: Auckland Council (Parks), Auckland Council (Auckland Design Unit), Ngati Whatua Orakei Whai Rawa Limited, Unitec, Friends of Oakley Creek, Kawerau a Maki Trust, Ngati Whatua Orakei Whai Maia Ltd, Ngai Tai Ki Tamaki, and Te Akitai Waiohoa;
  - g) The OPW shall detail what consultation has been undertaken and how any matters raised in this consultation has been taken into consideration in finalising the design of the bridge.

6. The final alignment of the Shared Path through Albie Turner Field and Phyllis Reserve will as far as practicable and within the designation, take into account development proposed for the reserve as detailed in any final, adopted Phyllis Reserve Masterplan.

#### **Construction Environmental Management Plan (CEMP)**

7. Prior to the commencement of construction and/or earthworks activity, the Outline Plan for that section of works (as required by Condition 2) must include a finalised Construction Environmental Management Plan (CEMP). No construction activity shall commence until the CEMP is confirmed as part of this Outline Plan process.

The final CEMP shall include information contained in the draft 'Waterview Shared Path Construction Environmental Management Plan Framework', prepared by Beca, dated 5 November 2014, including but not limited to:

- a) the management of general construction,
- b) processes to address public safety during construction by excluding the public from the work site during construction,
- c) communications, including processes to advise residents adjoining the construction site of works and Construction Team contact/liaison detail for residents and the community,
- d) erosion and sediment control,
- e) contaminated soils,
- f) construction noise and vibration
- g) trees,
- h) archaeology,

- i) herpetofauna
- j) compliance and monitoring requirements.

8. All construction related activity must be carried out in accordance with the final CEMP required by Condition 7 to the satisfaction of Team Leader, Central Monitoring, Auckland Council.

9. Following completion of construction works in the vicinity of the Mount Albert Playcentre, Auckland Transport shall (subject to approval from the operators of the Playcentre) provide for a full washdown of the Playcentre building and outdoor facilities on their site.

#### **Construction Traffic Management Plan**

10. A Construction Traffic Management Plan (CTMP) including but not limited to the following matters shall be prepared and implemented through the CEMP. The CTMP shall be provided to the relevant road controlling authority at least 10 working days prior to construction activity. The CTMP shall describe the measures that will be undertaken to avoid, remedy or mitigate the local and network wide effects of construction of the project. In particular, the CTMP shall include the following matters:

- a) Methods to avoid, remedy or mitigate the local and network-wide effects of the construction of individual elements of the project, particularly near Soljak Place and within the Unitec site (e.g. intersections/bridges);
- b) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction;
- c) Measures to maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the affected landowner (including Auckland Council Parks, Unitec and Whai Rawa Ltd);
- d) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths (including within Unitec) adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours; and
- e) Measures to minimise loss of parking through construction (including contractor vehicles).

#### **Ecological Mitigation**

11. A Pest Plant Control and Native Re-vegetation Plan (PPC&NRP) must be prepared and submitted as part of the OPW. The purpose of the PPC&NRP is to detail mitigation proposed to address potential ecological impacts of the Waterview Shared Path. The PPC&NRP must provide detail on the following works:

- a) The methodology used to clear pest plants pre construction and during construction;
- b) Confirmation of the mitigation planting and pest management proposed by the Waterview Glades landscape mitigation plan (required as part of the Waterview Connection Project) or, if such work is not required for that Project, as an alternative, confirmation of mitigation options for the clearance of the vegetation required for the construction and maintenance of Alford Street Bridge including:
  - Pest plant control proposed within the designated area, for up to 3 years following construction
  - Ecosourced (where practicable), native revegetation, to replace any native vegetation cleared including that within the SEA at a ratio of at least 1.5:1.
  - Long term planting maintenance.
- c) Confirmation of the impacts of the Waterview Shared Path on the remnant copses of Mahoe rock forest in the Phyllis Reserve/ Harbutt Reserve area (including the areas directly adjacent to the rail corridor). If the works impact on any copses of Mahoe, plans must be provided detailing the mitigation works proposed, including but not limited to:
  - Methods to minimise impacts on any Mahoe trees;
  - Pest plant control proposed within the designated area adjacent to the copse, for up to 3 years following construction;
- d) Details on the timing and sequencing of all mitigation works in respect of the overall construction programme.

12. All replacement plantings are to be ecosourced (where practicable) and be appropriate for their vicinity to the Oakley Creek.

13. All pest plant control and native re-vegetation must be carried out in accordance with the final PPC & NRP required by Condition 11 to the satisfaction of Team Leader, Central Monitoring, Auckland Council.

14. A Tree Management Plan (TMP) shall be prepared and be submitted with the OPW required by Condition 2. The purpose of the TMP is to provide detail on the mitigation measures proposed to address adverse effects on specimen and valued trees potentially affected by construction works of the Project. The Plan must provide detail on the following:

- a) The nominated 'Tree Works' Arborist;
- b) Plans detailing trees proposed for removal;
- c) Plans detailing valued trees where works will be required within the dripline;
- d) Procedures proposed for the identification of valued trees within the construction area and measures proposed to appropriately protect the dripline of these trees during general construction works (e.g. measures proposed to avoid construction traffic movement or storage within the dripline of the trees and any other measures to protect the ground surface where works are required in the dripline of trees);
- e) Procedures to be implemented for specific construction works where the shared path is within the dripline of valued trees (e.g. for works in the Unitec site).

15. The Requiring Authority shall undertake all practicable steps to consult with relevant landowners (including Auckland Council (Parks), Whai Rawa, Unitec and the owners of 8 Phyllis Street) in the preparation of the PPC&NRP and TMP, and include documentation on how that consultation has been responded to in the design plans above.

#### **Lizard Management Plan**

16. A Lizard Management Plan (LMP) shall be prepared and implemented by an experienced, Department of Conservation approved, herpetologist. The LMP shall include, but not be limited to, the following:

- a) Methods of survey and rescue prior to construction commencing;
- b) Methods of survey and rescue during construction of the pathway;
- c) Identification of relocation sites that have not been used for previous lizard rescues; and
- d) Recommended means of enhancement for identified rescue sites.

#### **Heritage**

17. The OPW must nominate the following personnel for the management of potential heritage impacts during construction:

- a) Project Archaeologist(s);
- b) Building archaeologist (or other specialist experienced in the history and recording of drystone walling) who is either confirmed by Heritage New Zealand approval or otherwise is confirmed as acceptable to Auckland Council Heritage Unit;
- c) Heritage stonemason; and
- d) Mana Whenua appointed personnel to observe sections of the Waterview Shared Path near the SEA, if identified and as required by Mana Whenua.

18. The OPW must provide detail on how the scheduled historic heritage features (historic stone walls, midden, visible features of the piggery) will be identified so that all contractors on site can appropriately avoid potential impacts of construction works on these areas (for example, by protective warning tape (to demarcate the area), coloured sandbags or other measures).

19. All works within 20m of historic heritage sites must be monitored by the project archaeologist.

*Advice Note:*

If any archaeological features are uncovered on the site, works should cease and the Team Leader Cultural Heritage Implementation and Heritage New Zealand (09 307 9920) should be notified immediately. The Heritage New Zealand Pouhere Taonga Act 2014 provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. It is an offence under this Act to destroy, damage or modify any archaeological site without an authority from Heritage New Zealand Pouhere Taonga. An archaeological site is defined as a place associated with pre-1900 human activity where there may be evidence relating to the history of New Zealand. Archaeological features' may include old whaling stations, shipwrecks, shell middens, hangi or ovens, pit depressions, defensive ditches, artefacts, or koiwi tangata (human skeletal remains), etc. For guidance and advice on managing the discovery of archaeological features, contact the Team Leader Cultural Heritage Implementation on 09 301 0101.

20. Potential adverse effects on the dry stone wall located in the vicinity of Laurel Street /Albie Turner Field are to be mitigated by:

- a) Manually removing the vegetation covering the length of the wall within the designation under supervision of the Project Archaeologist;
- b) Completing a full (scaled) photographic record of both sides of the wall, annotating this record and supplying it to the Team Leader Cultural Heritage Implementation (Auckland Council) within 6 months of the completion of works;
- c) Where the deconstruction of any portion of the wall is required under this designation all recording, drawing, photography and supervised removal of stone of this portion of the project must be undertaken by the specified Building Archaeologist (or other specialist experienced in the history and recording of drystone walling) in conjunction with the Heritage Stonemason identified under Condition 17.

20A. Additional information arising from heritage subcontractors (reports, analyses) relating to all historic heritage works along this shared path shall be supplied to the Team Leader Cultural Heritage Implementation, Auckland Council within 12 months of the completion of the project, to allow the Cultural Heritage Inventory to be updated.

21. The OPW shall include details of at least one interpretation sign with information relating to the Māori and early European history of the area. The purpose of the interpretative signage is to detail cultural and historic heritage values of the area . This interpretative signage shall be located in an appropriate location within the designation, in the northern part of the walkway (from Phyllis Street Reserve north). In addition, the interpretation panel could also incorporate information relating to ecological and geological values.

*Advice Note:*

All archaeological sites are protected under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) (formerly the Historic Places Act 1993). It is an offence under this Act to destroy, damage or modify any archaeological site, whether or not the site is entered on the Heritage NZ (HNZ) List of Historic Places, Historic Areas, Wāhi Tapu and Wāhi Tapu Areas. Under section 44 of the Act, applications must be made to the HNZ for an authority to destroy, damage or modify an archaeological site(s) where avoidance of effect is not practicable . It is the responsibility of the applicant (consent holder) to consult with the HNZ about the requirements of the HNZPTA and to obtain the necessary Authorities under the Act should these become necessary, as a result of any activity associated with the proposed development. For information please contact the HNZ Northern Regional Archaeologist- Beverley Parslow (09) 307 9923.

**Lighting Plans**

22. The OPW required by Condition 2 shall include provision of plans to light the Waterview Shared Path. These plans shall demonstrate:

- a) that the spacing of lighting poles along the route demonstrates that, wherever practicable, lighting poles are located at the side boundaries of any adjoining residential property sites (so that lighting poles are, as much as practicable, not located in the middle of the rear boundary of adjoining residential properties) .

Where any lighting poles cannot be located at site boundaries, Auckland Transport shall take all practicable steps to consult with those landowners affected to achieve an agreed location;

b) that subject to (c) below, the proposed illuminance levels associated with any artificial lighting on the shared path shall comply 10 lux maximum illuminance levels on all boundaries with residential zoned properties;

c) that lighting of both the Alford Street Bridge and Soljak Place Bridge will be incorporated in the bridge handrails. Lighting of the Soljak Place Bridge will be incorporated in the bridge handrails on the main bridge span and the ramp opposite the north/north-west boundary of 45/8 and 46/8 Soljak Place as shown on the plan titled "Soljak Place Bridge Extent of Handrail Lighting" and referenced "DG-ST-4279" in Appendix H of Waterview Shared Path – Alteration to Designation & Section 127 Application for the Trent Street Link and Harbutt Reserve Bridge, Well-Connected Alliance. 26 May 2016; and

d) that lighting from the Soljak Place Bridge is designed to achieve no more than 5 lux the boundary of 8 Soljak Place, as required by Condition 3(e).

### **Section 176 RMA Waiver**

23. Where works and activities are carried out within the Waterview Shared Path designation by Auckland Council (Parks), Unitec and Whai Rawa, or their agents (for the respective land holdings), and those works and activities do not prevent or obstruct users of the path or the maintenance requirements for the path, these parties are not required to obtain the written agreement of Auckland Transport usually required under s176(1)(b) of the RMA. Section 176(1)

(b) RMA written approval will be required from Auckland Transport if the activity involves any excavation of the Waterview Shared Path or the activity would prevent, restrict or otherwise obstruct use of the path (by pedestrians and/or cyclists or for maintenance or service access). If a s176(1)(b) written approval is required, the request must be in writing and be addressed to the Group Manager Property and Planning, Auckland Transport.

### **Lapsing of designation**

24. The designation shall lapse on the expiry of a period of ten years after the date it is included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:

a) It is given effect to before the end of that period; or

b) the Council determines, on an application made within three months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

### **Alteration of designation boundary post-construction**

25. Within 60 working days of completion of construction of the Waterview Shared Path the Requiring Authority shall:

a) Review the area designated for the Waterview Shared Path;

b) Identify any areas of designated land that are no longer necessary for the on-going operation and maintenance of the Waterview Shared Path, or for on-going mitigation measures; and

c) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

### **Monitoring**

26. The consent holder shall pay the Council a consent compliance monitoring charge of \$1,000.00 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent. (This charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance with the above conditions).

The \$1,000.00 (inclusive of GST) charge shall be paid as part of the resource consent fee and the consent holder will be advised of the further monitoring charge or charges as they fall due. Such further charges are to be paid within one month of the date of invoice.

## **Attachments**

No attachments.

## 1715 Newmarket Level Crossing Project

Designation Number	1715
Requiring Authority	Auckland Transport
Location	Lot 1 DP 57235, PT DP 23351, Lot 1 DP 206508, Allotment 37 SECT 4 SBRS OF Auckland, DP 24765, Pt Allotment 35 SECT 4 SBRS OF Auckland, Lot 1 DP 53284
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	10 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

The construction, operation, and maintenance of a new road.

## Conditions

### DEFINITIONS

#### Consult, Consulting, Consultation

The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected parties, regarding those effects and proposals for the management and mitigation of them.

#### Material Change

Includes any amendment to information informing the CEMP or other Management Plan (including, but not limited to, methods, processes, procedures or details) which has potential to materially increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

#### Affected in Proximity

All owners and occupiers of properties within the 250m radius as depicted in Appendix 1 to the Assessment of Environmental Effects – Newmarket Level Crossing – Visual Catchment/Viewing Audience (prepared by Opus International Consultants and dated January 2016)

#### Directly affected parties

All property owners and occupiers identified within the designation footprint

#### The project

The construction of a new road connecting Laxon Terrace to Cowie Street including construction of a bridge over the Newmarket Branch Line and closure of the road connections between Sarawia Street and Laxon Terrace.



## **ABBREVIATIONS**

PCCP	Pre-Construction Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CCCP	Construction Communication and Consultation Plan
CLG	Community Liaison Group
HNZPT	Heritage New Zealand Pouhere Taonga
CNVMP	Construction Noise and Vibration Management Plan
UDLP	Urban Design and Landscape Management Plan
CPTED	Crime Prevention Through Environmental Design
EMP	Ecological Management Plan
VMP	Vegetation Management Plan
CTMP	Construction Traffic Management Plan
HHMP	Historic Heritage Management Plan

## **General conditions**

### Condition number 1

- 1.1 Except as modified by the conditions below, the project is to be undertaken in general accordance with the following information:
- a) Notice of Requirement and Resource Consent - Assessment of Environmental Effects prepared by Opus International Consultants Ltd, August 2015;
  - b) Supporting environmental assessment reports dated August 2015;
  - c) Plans sets:
    - i. 1-C1135.00 Notice of Requirement Preliminary Design Plan, Sheet 1, Revision RI;
    - ii. 1-C1135.00 Notice of Requirement Preliminary Design - Longsection, Sheet 1A, Revision RI;
    - iii. 1-C1135.00 Notice of Requirement Bridge – General Arrangement, Sheet 1B, Revision RI;
    - iv. 1-C1135.00 Notice of Requirement Temporary Construction Designation, Sheet 2, Revision RI;
    - v. 1-C1135.00 Notice of Requirement Permanent Designation, Sheet 3, Revision RI;
    - vi. 1-C1135.00 Notice of Requirement Land Acquisition – 9 Cowie Street, Sheet 4, Revision RI;
    - vii. 1-C1135.00 Notice of Requirement Land Acquisition – Auckland Council Parks, Sheet 5, Revision RI;

- viii. 1-C1135.00 Notice of Requirement Land Acquisition – KiwiRail, Sheet 6, Revision RI;
  - ix. Newmarket Level Crossing Tree Identification Plan;
  - x. 1-C1135.00 Notice of Requirement Cowie St Effected Trees – 1, Sheet 8, Revision RI;
  - xi. 1-C1135.00 Notice of Requirement Cowie St Effected Trees – 2, Sheet 9, Revision RI;
  - xii. 1-C1135.00 Notice of Requirement Mitigation Planting Concept Plan, Sheet 10, Revision RI;
  - xiii. 1-C1135.00 Notice of Requirement Stormwater Drainage Plan – Sht 1 of 2, Sheet 11, Revision RI;
  - xiv. 1-C1135.00 Notice of Requirement Stormwater Drainage Plan – Sht 2 of 2, Sheet 12, Revision RI; and
  - xv. 1-C1135.00 Notice of Requirement Specimen Erosion & Sediment Control Plan, Sheet 13, Revision RI.
- d) Section 92 Response to Notice of Requirement and Resource Consent for the Newmarket Level Crossing Project prepared by Opus International Consultants Ltd, 23 December 2015;
  - e) Section 92 Response to Notice of Requirement and Resource Consent for the Newmarket Level Crossing Project prepared by Opus International Consultants Ltd, 5 February 2016;
  - f) Supporting documents (as updated by information provided by the Requiring Authority up until the close of the hearing)

1.2 Where there is inconsistency between:

- a) The documents provided by the Requiring Authority and listed above and these conditions, these conditions prevail.
- b) The information and plans lodged with the Notice of Requirement and presented in evidence on behalf of the Requiring Authority at the Council hearing, the most recent information and plans prevail.
- c) The evidence presented at the Council hearing and the management plans required by the conditions of this designation and submitted through the Outline Plan, the requirements of the management plans prevail.

Condition number 2

- 2.1 In accordance with section 184(1)(c) of the Resource Management Act 1991 (“RMA”), this designation will lapse if not given effect to within 5 years from the date on which it is confirmed.

Condition number 3

- 3.1 As soon as reasonably practicable, and no later than 12 months from the date of the project becoming operational, the Requiring Authority is to:
- a) Identify any areas of the designation that are no longer necessary for the on-going maintenance or operation of the project or for on-going mitigation measures; and
  - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) above.

**Pre-construction conditions**

#### Condition number 4

##### Appointment of communication and consultation manager

- 4.1 Within three months of confirmation of the designation, the Requiring Authority is to appoint a communication and consultation manager to implement the pre-construction Communication and Consultation Plan (condition 5). The communication and consultation manager is to be the main and readily accessible point of contact for persons affected by or interested in the project until the commencement of the construction phase of the project, or the contact person required by condition 13 is appointed.
- 4.2 The communication and consultation manager's contact details are to be listed in the pre-construction Communication and Consultation Plan, on the Requiring Authority's website, and on the Auckland Council's website.

#### Condition number 5

##### Pre-construction communication and consultation plan

- 5.1 The Requiring Authority is to prepare a pre-construction Communication and Consultation Plan. This plan is to be submitted to the Auckland Council's Major Infrastructure Projects Team Manager, three months prior to construction commencing to certify that the Plan has been prepared in accordance with this condition. The objective of the pre-construction Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in proximity parties prior to the commencement of construction of the project.
- 5.2 The Plan is to be implemented and complied with from the date of its certification until the commencement of construction.
- 5.3 This Plan is to set out recommendations and requirements (as applicable) that should be adopted by and/or to inform the Construction Environmental Management Plan ("CEMP") and management plans.
- 5.4 The pre-construction Communication and Consultation Plan is to set out how the Requiring Authority will:
  - a) Inform the community of project progress and likely commencement of construction works and programme;
  - b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the project;
  - c) Respond to queries and complaints. The information is to include but not be limited to:
    - i. who is responsible for responding;
    - ii. how responses will be provided; and
    - iii. the timeframes in which the responses will be provided.
  - d) Seek (and specify reasonable timeframes for) feedback and input from stakeholders, directly affected and affected in-proximity parties regarding development of the CEMP and management plans.
- 5.5 Where feedback in accordance with this condition is provided, the pre-construction Communication and Consultation Plan is to articulate how that feedback has informed the development of the CEMP and management plans and where it has not, reasons why it has not.
- 5.6 The pre-construction Communication and Consultation Plan is to be prepared in consultation with:

- a) All property owners and occupiers identified within the designation footprint;
  - b) All affected in proximity parties;
  - c) The CLG;
  - d) HNZPT; and
  - e) Network utility operators.
- 5.7 The pre-construction Communication and Consultation Plan is to include as a minimum:
- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.) and any other relevant communication matters;
  - b) Details of the communication and consultation manager for the pre-construction period including their contact details (phone, email and postal address);
  - c) The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected parties and other interested parties. Such methods are to include but not be limited to:
    - i. Newsletters;
    - ii. Newspaper advertising;
    - iii. Notification and targeted consultation with stakeholders, affected parties and affected in proximity parties; and
    - iv. The use of the project website for public information.
  - d) The methods for communicating and consulting with Mana Whenua for implementation of Mana Whenua principles for the project; and
  - e) How communication and consultation activity will be recorded.
- 5.8 The pre-construction Communication and Consultation Plan is to be publicly available once certified by the Council (Major Infrastructure Projects Team Manager) and for the duration of construction.

#### Condition number 6

##### Mana Whenua engagement

- 6.1 Within three months of the designation being confirmed, the Requiring Authority is to establish a kaitiaki Mana Whenua forum (or similar) to provide for an on-going role in the design and construction of the project and is to maintain this forum until completion of the construction period.
- 6.2 The Requiring Authority is to extend an invitation for membership of the kaitiaki forum to (but not limited to) representatives of:
- a) Ngāi Tai ki Tāmaki Tribal Trust;
  - b) Ngāti Maru Runanga;
  - c) Ngāti Pāoa Trust Board;
  - d) Ngāti Tamaoho Trust;
  - e) Ngāti Te Ata Waiohua;
  - f) Ngāti Whātua Ōrākei;
  - g) Te Ākitai Waiohua; and

- h) Ngati Whatua Runanga.
- 6.3 The role of the kaitiaki forum may include (but is not limited to) the following:
- a) Input into preparation of the following plans as required by these conditions:
    - i. UDLP
    - ii. EMP
    - iii. CEMP
  - b) Input into the structural design elements of the project to reflect cultural values using Te Aranga principles;
  - c) Involvement of Mana Whenua in the removal and or replanting of any native tree species, or any on-going maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
  - d) Working collaboratively with the Requiring Authority on archaeological matters;
  - e) Undertaking kaitiakitanga responsibilities associated with the project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the project; and
  - f) Undertaking monitoring of construction activities on site by representatives appointed by kaitiaki forum members.
- 6.4 All landscaping proposed as part of the UDLP and EMP is to be comprised of native plantings within their original habitat context and sourced from that ecological district in general accordance with the Ngāti Whātua Ōrākei Iwi Management Plan 2012.
- 6.5 The kaitiaki forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the project.

#### Condition number 7

##### Network utility operators

- 7.1 In the period before construction begins on the project, the following activities undertaken by network utility operators will not prevent or hinder the project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:
- a) Maintenance of and urgent repair works to existing network utilities.
  - b) Minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations.
  - c) Minor works such as new property service connections.
  - d) Upgrades to existing network utilities within the same or similar location with the same or similar effects on the Newmarket Level Crossing designation.
- 7.2 For the avoidance of doubt, in this condition an "existing network utility" includes infrastructure operated by a network utility operator which was:
- a) In place at the time the Notice of Requirement for the project was served on the Auckland Council; or
  - b) Undertaken in accordance with this condition or an approval given under section 176(1)(b) of the RMA.
- 7.3 On completion of construction of the project, security fencing is to be constructed at the termination of Sarawia Street with the approved landscaping required by these conditions.

#### Condition number 8

## Community liaison group

- 8.1 Within three months of the confirmation of the designation, the Requiring Authority, in consultation with the Council, is to establish a Community Liaison Group (“CLG”).
- 8.2 Membership of the CLG is to include representatives of the Requiring Authority and be open to all directly affected and affected in proximity parties to the project including, but not limited to, the following:
  - a) Representative(s) for and/or directly affected and affected in proximity property owners and occupiers;
  - b) Representative(s) for and/or members of the Cowie Street Residents Association Incorporated;
  - c) Representative(s) for and/or members of the Parnell Community Committee Incorporated;
  - d) Representative(s) for and/or members of Parnell Incorporated;
  - e) Representative(s) for and/or members of the Laxon Terrace and Youngs Lane Residents Group.
- 8.3 The purpose of the CLG is to:
  - a) Provide a means for receiving regular updates on project progress;
  - b) Monitor the effects of constructing the project on the community by providing a regular forum through which information about the project can be provided to the community;
  - c) Enable opportunities for concerns and issues to be reported to and responded to by the Requiring Authority;
  - d) Provide feedback on the development of the CEMP and any other management plans.
- 8.4 The Requiring Authority is to consult with the CLG in respect of the development of the CEMP and any other management plans.
- 8.5 The Requiring Authority is to appoint one or more persons appropriately qualified in community consultation as community consultation advisor(s) to (as a minimum):
  - a) develop and administer a code of conduct to ensure that the CLG works effectively;
  - b) act as a community consultation advisor to the CLG.
- 8.6 The Requiring Authority is to use its best endeavours to ensure that the CLG meets at least twice prior to the commencement of construction and then at least once every three months once construction has commenced.
- 8.7 Once construction has commenced, the Requiring Authority is to provide an update at least every three months to the CLG, with a copy of the update being provided to the Council, on compliance with the designation conditions, the CEMP, any management plans and any material changes to these plans.
- 8.8 The Requiring Authority is to provide reasonable administrative support for the CLG including organising meetings at a local venue, inviting all members of the CLG to meetings, and taking and disseminating meeting minutes.
- 8.9 The CLG is to continue for the duration of the construction phase of the project and for three months following completion of the project. The Requiring Authority is to use its best endeavours to ensure that the CLG meets at least once post completion of construction.

## Construction conditions

### Condition number 9

#### Outline plan requirements

- 9.1 Before construction is commenced, the Requiring Authority is to submit an outline plan for construction of the project to the Auckland Council in accordance with section 176A of the RMA. The outline plan may be submitted in stages to reflect any proposed staging of the physical works. The outline plan is to include:
  - a) The Communication and Consultation Plan;

- b) The CEMP;
  - c) Other management plans required by these conditions for any particular stage, including the:
    - i. CNVMP
    - ii. UDLP
    - iii. VMP
    - iv. EMP
    - v. CTMP
    - vi. HHMP
  - a) Any other information required by the conditions of this designation associated with the construction of the project.
- 9.2 The management plans listed above must clearly document the comments and inputs received by the Requiring Authority during its further discussion and consultation undertaken in accordance with these conditions.
- 9.3 The Requiring Authority may elect to give effect to the designation conditions associated with construction of the project:
- a) Either at the same time or in parts; and
  - b) By submitting one or more:
    - i. Communication and Consultation Plan;
    - ii. CEMP; and
    - iii. Other management plans required for any particular stage.
- 9.4 Early engagement by the Requiring Authority is to be undertaken with the Auckland Council in relation to preparation and submission of the outline plan to establish a programme that ensures achievable timeframes for both parties.
- 9.5 All works are to be carried out in accordance with the confirmed outline plan.

#### Condition number 10

##### Construction monitoring conditions

- 10.1 The Requiring Authority is to establish and to implement a collaborative working process with the Council (Major Infrastructure Projects Team Manager) for dealing with day to day construction processes, including monitoring compliance with these conditions and with the CEMP and management plans and any material changes to these plans associated with construction of the project.
- 10.2 This collaborative working process is to:
- a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.
  - b) Have a “key contact” person representing the Requiring Authority and its contractor team to work with the Council (Major Infrastructure Projects Team Manager)
  - c) The “key contacts” are to be identified in the CEMP and is to meet at least monthly with the Council (Major Infrastructure Projects Team Manager) unless a different timeframe is agreed. The purpose of the meetings is to:
    - i. Report on compliance with these conditions and with the CEMP, management plans and material changes to these plans and on any matters of non-compliance and how they have been addressed.
    - ii. Identify and agree:
      - a. that material changes have occurred or are required that require a review of the CEMP or management plans in accordance with condition 11. The key contacts are to provide

the Council (Major Infrastructure Projects Team Manager) with written confirmation that a material change has occurred or is required and;

b. Which receivers are affected parties.

10.3 The purpose and function of the collaborative working process is to:

- a) Confirm with the Council (Major Infrastructure Projects Team Manager) that:
  - i. The works authorised by this designation are being carried out in compliance with the designation conditions, the CEMP, management plans and any material changes to these plans.
  - ii. The Requiring Authority and its contractor(s) are undertaking all monitoring and recording the monitoring results in compliance with the requirements of the CEMP and management plans and any material changes to these plans.
- b) Subsequent to a confirmed outline plan, provide a mechanism through which any changes to the design, CEMP or management plans, which are not material changes requiring approval that triggers a requirement for a new outline plan, can be required, reviewed and confirmed.
- c) Advise where changes to construction works following a confirmed outline plan require a new CEMP or management plan.
- d) Review and identify any concerns or complaints received related to, the construction works monthly (unless a different timeframe is mutually agreed with the Council (Major Infrastructure Projects Team Manager) and the adequacy of the measures adopted to respond to these.

Condition number 11

Review process for CEMP and management plans

11.1 The CEMP and management plans are to be reviewed as a result of a material change to the project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either the Auckland Council or the Requiring Authority. The review is to take into consideration:

- a) Compliance with the designation conditions, the CEMP, management plans and material changes to these plans.
- b) Any changes to construction methods.
- c) Key changes to roles and responsibilities for the project.
- d) Changes in industry best practice standards.
- e) Changes to legal or other requirements.
- f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction.
- g) Any comments or recommendations received from the Auckland Council regarding the CEMP and/or subsidiary management plans.
- h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint.

11.2 The Requiring Authority is to provide the opportunity (and specify reasonable timeframes for) feedback and input from affected parties identified in condition 10.2(c)(ii)(b) regarding the CEMP and management plan review process.

11.3 A summary of the review process is to be kept by the Requiring Authority, provided annually to the Council (Major Infrastructure Projects Team Manager), and made available to the Auckland Council on request.



## Condition number 12

### Update of CEMP and/or management plans following review

- 12.1 Following any review process required by the previous condition, the CEMP or management plan may require updating.
- 12.2 Any material change to the CEMP and/or management plan must be consistent with the purpose and objective of the relevant condition.
- 12.3 Any affected parties (including any identified in accordance with condition 10.2(c)(ii)(b)) is to be notified of any material change proposed to a CEMP or management plan.
- 12.4 The CEMP and management plans must clearly document the comments and inputs received by the Requiring Authority from affected parties about the material change along with a clear explanation of where any comments have not been addressed in the CEMP or management plan, and the reasons why not.
- 12.5 Following that review any material change proposed to the CEMP and/or management plans relating to an adverse effect are to be submitted for approval to the Auckland Council's Compliance and Monitoring Officer at least 10 working days prior to the proposed changes taking effect. If any changes are not agreed, the relevant provisions of the RMA relating to approval of outline plans apply.

## Condition number 13

### Contact person

- 13.1 The Requiring Authority is to make a contact person available during standard working hours and also a 24 hour phone contact for the duration of the construction period to answer and to follow-up on public enquiries and concerns about the project and construction works.

## Condition number 14

### Construction Communication and Consultation Plan

- 14.1 The Requiring Authority is to prepare a Construction Communication and Consultation Plan ("CCCP") which is to be implemented and complied with for the duration of construction of the project. The objective of the CCCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, directly affected parties, Cowie Street Residents Association Incorporated (or a representative), and affected in proximity parties during construction of the project.
- 14.2 The CCCP is to set out how the Requiring Authority will:
  - a) Inform the community and Cowie Street Residents Association Incorporated (or a representative), of construction progress and future construction activities and constraints that could affect them (including activities that will cause noise, vibration and dust effects, information on temporary traffic disruptions and suggested alternative routes to avoid traffic disruption);
  - b) Provide early information on key project milestones;
  - c) Obtain and specify a reasonable timeframe (being not less than 10 working days) for feedback and inputs from directly affected and affected in proximity parties and Cowie Street Residents Association Incorporated (or a representative), regarding construction of the project (as part of the review process provided by condition 11) and implementation of the CEMP or other management plans; and
  - d) Respond to queries and complaints including but not limited to:
    - i) who is responsible for responding;

- ii) how responses will be provided; and
- iii) the timeframes within which responses will be provided.

14.3 As a minimum the Communication and Consultation Plan is to include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- b) Details of the Communication and Consultation manager for the project including their contact details (phone, email and postal address);
- c) The methods for identifying, communicating and consulting with people affected by the project including but not limited to:
  - i) The CLG;
  - ii) All property owners and occupiers identified within the designation footprint;
  - iii) Cowie Street Residents Association Incorporated (or a representative);
  - iv) All owners and occupiers immediately adjacent to construction sites;
  - v) HNZPT; and
  - vi) Network utility operators.
- d) Methods for communication and consulting in advance of the proposed hours for construction activities outside normal working hours and on weekends and public holidays, to directly affected and affected in proximity parties (including surrounding communities);
- e) How stakeholders, Cowie Street Residents Association Incorporated (or a representative), and persons affected by the project be consulted in the development and review of the CEMP and management plans, including specifying reasonable timeframes for feedback;
- f) Methods for communicating with directly affected and affected in proximity parties (including surrounding communities), Cowie Street Residents Association Incorporated (or a representative), bus (public and private) operators, taxi operators, bus users and the general public in advance of temporary traffic management measures and permanent changes to road networks and layouts;
- g) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and the alternative routes or detours to be used; and
- h) The process for Concerns and Complaints Management (receiving, acknowledging, responding and reporting to the community on actions taken) required by condition 15.

14.4 The Communication and Consultation Plan is also to include (as relevant) linkages and cross-references to the CEMP and management plans.

14.5 If, in the course of amendments undertaken as part of the review process, a material change to the Communication and Consultation Plan is made, those parties affected by the change are to be notified within one month of the material change occurring.

Condition number 15

Concerns and complaints management

- 15.1 On receiving a concern or complaint during construction, the Requiring Authority is to instigate a process to address concerns or complaints received about adverse effects. This process is to:
- a) Identify the nature of the concern or complaint, and the location, date and time of the alleged event(s).
  - b) Acknowledge receipt of the concern or complaint within 24 hours of receipt.
  - c) Respond to the concern or complaint in accordance with the relevant management plan, which may include monitoring the activity by an appropriately qualified expert and implementation of mitigation measures.
- 15.2 A record of all concerns and / or complaints received is to be kept by the Requiring Authority. This record is to include:
- a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
  - b) Where practicable, the weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
  - c) Known project construction activities at the time and in the vicinity of the concern or complaint.
  - d) Any other activities in the area unrelated to the project construction that may have contributed to the concern or complaint such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
  - e) Remedial actions undertaken (if any) and the outcome of these, including monitoring the activity.
- 15.3 This record is to be maintained on site, be available for inspection on request, and is to be provided every two months (or as otherwise agreed) to the Council (Major Infrastructure Projects Team Manager).
- 15.4 Where a complaint remains unresolved or a dispute arises, the Council (Major Infrastructure Projects Team Manager) is to be provided with all records of the complaint and how it has been addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.
- 15.5 On receiving records of the complaint, the Council (Major Infrastructure Projects Team Manager) may determine whether a review of the CEMP and/or Management Plans is required under condition 11 to address the complaint. The Council (Major Infrastructure Projects Team Manager) will use its best endeavours to advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

## **Condition number 16**

### Contractors' Environmental Management Plan ("CEMP")

#### Preparation compliance and monitoring

- 16.1 The objective of the CEMP and other management plans is, so far as is reasonably practicable, to avoid, remedy or mitigate any adverse effects associated with the project construction. All works are to be carried out in accordance with the CEMP and management plans required by these conditions and in accordance with any changes to any of these plans.
- 16.2 The CEMP and other management plans are to be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the project.
- 16.3 The management plans are to give effect to any specific requirements and objectives set out in these designation conditions.
- 16.4 The CEMP is to include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the management plans.

- 16.5 Where mitigation measures are required to be implemented by the Requiring Authority in relation to construction of the project, it is to meet the actual and reasonable costs of implementing such mitigation measures.
- 16.6 The CEMP shall be prepared in consultation with Cowie Street Residents Association Incorporated (or a representative), and must clearly document the comments and inputs received by the Requiring Authority from Cowie Street Residents Association Incorporated (or a representative) and articulate how those comments and inputs have informed the development of the CEMP and where it has not, reasons why it has not.

#### Condition number 17

#### Contractors' Environmental Management Plan ("CEMP")

##### Information Requirements

- 17.1 To give effect to condition 16, the CEMP must include details of:
- a) Information boards clearly identifying the Requiring Authority and the project name, together with the name, telephone number and email address of the site or project manager and the communication and consultation manager;
  - b) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring;
  - c) The procedure for a cultural heritage induction for all parties involved in excavation works on the project site;
  - d) Training requirements for employees sub-contractors and visitors on the cultural history and significance of the area, construction procedures, environmental management and monitoring;
  - e) The site or project manager and the communication and consultation manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address);
  - f) The document management system for administering the CEMP, including review and Requiring Authority /contractor / Auckland Council requirements;
  - g) Environmental incident and emergency management procedures (including spills);
  - h) Environmental complaint management procedures;
  - i) An outline of the construction programme of the works, including construction hours of operation, indicating linkages to the other management plans which address the management of adverse effects during construction;
  - j) An outline of the location of the construction yard and how the construction yard is to be managed and maintained during the project including, but not limited to, how site offices and lower level noise construction activities will be located on the edge of the construction yards where practicable;
  - k) Specific details on demolition to be undertaken during the construction period;
  - l) How construction methods and processes will achieve waste minimisation and energy efficiency;
  - m) Methods to ensure the safety of the general public;
  - n) Specific details on the environmental monitoring to be undertaken throughout construction, as required by these designation conditions;
  - o) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent to the construction areas;
  - p) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;

- q) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation;
- r) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- s) Measures to ensure all temporary boundary / security fences associated with the construction of the project are maintained in good order with any graffiti to be removed as soon as possible;
- t) How the construction areas are to be fenced and kept secure from the public and the location and specifications of any temporary acoustic fences and visual barriers;
- u) The location of any temporary buildings (including workers' offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets);
- v) Measures adopted to ensure that any vehicles associated with construction of the project do not park on any adjacent streets.

#### Condition number 18

##### Project standards – construction noise

- 18.1 Construction noise is to be measured and assessed in accordance with the requirements of NZS6803:1999 Acoustics – Construction Noise. Noise generated from construction works is to comply with the long term noise limits stated in Tables 2 and 3 of NZS6803:1999 unless otherwise varied by a management schedule developed in accordance with condition 18.7.
- 18.2 The hours of work for construction activities shall be 0730 to 1800 from Monday to Saturday unless otherwise varied by a management schedule developed in accordance with condition 18.7.
- 18.3 Vibration from construction and demolition is not at any time to exceed the limits set out in Tables 1 and 3 of German Standard DIN 4150 Part 3: 1999 "Structural Vibration in Buildings – Effects on Structures" (the "DIN Standard") at any building.

##### Construction Noise and Vibration Management Plan

- 18.4 No later than ten working days prior to commencement of work on the project, the Requiring Authority must submit a Construction Noise and Vibration Management Plan ("CNVMP") to the Council (Major Infrastructure Projects Team Manager) for certification. The certified CNVMP and any management schedules prepared in accordance with condition 18.7 must be implemented, adhered to and maintained throughout the construction period.
- 18.5 The CNVMP must describe the best practicable option(s) that will be adopted to avoid, remedy or mitigate construction noise and vibration effects. The CNVMP must as a minimum address the noise management measures set out in Annex E of the NZS6803:1999 and the following:
  - a) Construction sequencing;
  - b) Machinery and equipment to be used, including promotion of the use of low noise machinery where practicable;
  - c) Hours of operation, including times and days and reasons for when it is necessary to undertake construction works outside of the hours in 18.2;
  - d) The design of noise mitigation measures such as temporary barriers or enclosures;
  - e) Methods for monitoring and reporting on construction noise; and
  - f) Methods for receiving and responding to complaints about construction noise.
- 18.6 The CNVMP must be prepared in accordance with the vibration management measures set out in the vibration standards of the DIN Standard and must address the following:
  - a) Vibration monitoring measures;
  - b) Vibration criteria;
  - c) Possible mitigation measures;

- d) Complaint response;
  - e) Reporting procedures;
  - f) Notification and information for the community of the proposed work;
  - g) Vibration testing of equipment to confirm vibration predictions;
  - h) Location for vibration monitoring when construction activities are adjacent to buildings identified for settlement monitoring.
- 18.7 Where an activity is predicted or measured to be non-compliant with the project standards in conditions 18.1 and/or 18.2, the Requiring Authority is to prepare a management schedule(s). Any management schedule is to be activity specific and include, as a minimum, the following details:
- a) A description of the activity (including duration), plant and machinery that is expected not to comply with the noise and/or vibration limits in conditions 18.1 and 18.2;
  - b) Predicted levels and proposed noise limits for all receivers where the levels will not be compliant with the limits in condition 18.1;
  - c) A description of the mitigation measures proposed to reduce the noise and vibration levels and minimise the degree of non-compliance as far as practicable including how the selected mitigation achieves the Best Practicable Option, and any mitigation options that have been discounted due to cost or any other reason;
  - d) A description of any additional methods to manage the effects on the affected parties (e.g. temporary accommodation during the specific activity).
- 18.8 Any management schedule produced in accordance with condition 18.7 is to be provided to the Council (Major Infrastructure Projects Team Manager) for certification no less than 5 working days prior to the authorised works commencing.
- 18.9 The CNVMP shall be prepared in consultation with Cowie Street Residents Association Incorporated (or a representative), and must clearly document the comments and inputs received by the Requiring Authority from Cowie Street Residents Association Incorporated (or a representative) and articulate how those comments and inputs have informed the development of the CNVMP and where it has not, reasons why it has not.

#### Condition Surveys

- 18.10 The Requiring Authority is to engage an appropriately qualified and experienced structural engineer who, prior to construction within 20 metres of any dwelling or structure on the properties shown on the Newmarket Level Crossing – Condition Survey Map prepared by Opus International Consultants dated 27 April 2016, is to undertake a survey of those dwellings and structures whose owners and occupiers provide their written consent for access. The survey is to assess the current condition of the exterior and interior of the dwellings and other structures (including swimming pools and masonry walls) and shall determine the vibration criterion for each dwelling and structure according to the DIN Standard. All surveys are to be at the Requiring Authority's cost.
- 18.11 A copy of each survey is to be provided to the Council's Team Leader Compliance and Monitoring – Central and a copy as it relates to the relevant property is to be made available to those property owners who participate in the survey and request a copy of the results.
- 18.12 On completion of the construction works a follow-up survey of each dwelling and/or structure surveyed is to be carried out at the Requiring Authority's cost.

#### Condition number 19

##### Urban Design and Landscape Plan

- 19.1 The Requiring Authority is to submit an Urban Design and Landscape Plan ("UDLP") to the Council (Major Infrastructure Projects Team Manager). The objective of the UDLP is to provide a framework that ensures:
- a) The integration of any above ground structures of the project into the surrounding landscape;

- b) To the greatest extent practicable, the avoidance, remediation or mitigation of any adverse landscape or visual effects of the project;
  - c) The operation of the project is consistent with relevant CPTED principles; and
  - d) Preservation of the amenity value of Cowie Street.
- 19.2 To achieve the objective of the UDLP, the UDLP is to provide details of how the following design elements have been incorporated in the detailed design of the project:
- a) Visibility, sightlines and casual surveillance are to be maximised;
  - b) Concealment and isolation opportunities are to be minimised;
  - c) Fencing, landscaping and streetscape features are to be designed to maximise visibility;
  - d) Fencing and landscaping is to be utilised to discourage access to the rail corridor;
  - e) Design of above ground infrastructure is to encourage safe movement, orientation and way finding;
  - f) Materials and fixtures are to be vandal and graffiti resistant;
  - g) Design of above ground structures is to be integrated with the surrounding landscape to the greatest extent practicable;
  - h) Connectivity for pedestrians between Newmarket Park and the existing pedestrian network on Parnell Road, Laxon Terrace and Youngs Lane is to be provided for to the greatest extent practicable.
- 19.3 The UDLP is also to include the following details:
- a) How the proposed lighting will meet the requirements of the Auckland Transport's Street Lighting Policy for "Pathways in high risk, high brightness areas");
  - b) How opportunities to promote the character of Newmarket Park have been included in design (e.g. through providing information boards/signage and viewing platforms);
  - c) How mitigation planting is in general accordance with the mitigation planting concept plan;
  - d) How mitigation planting in front of 9 Cowie Street will avoid or mitigate adverse visual effects of the overbridge from properties to the south;
  - e) How mitigation landscaping addresses the recommendations of the EMP. Details are to include:
    - i. Plans showing plant species, plant spacing, plant sizes at the time of planting; layout; grade; likely heights on maturity and how planting will be staged and established methods of ground preparation; fertilising; mulching; spraying and ongoing maintenance;
    - ii. A maintenance schedule for maintenance of vegetation covering no less than 3 years;
    - iii. Methods of ground preparation, fertilising, mulching, spraying and ongoing maintenance;
    - iv. A vegetation maintenance schedule for the proposed landscaping, in particular details of maintenance methodology and dates/frequencies for the first three years following completion of the construction works.
- 19.4 To achieve objective 19.1(d) AT will implement the following:
- a) Construct the Project in accordance with the attached documents prepared by Opus and referenced as:
    - i. Plan titled Prelim Design Plan Option TC1 – Cowie St End Sheet 1B, Revision RJ,
    - ii. Plan titled Cowie Street Planting Landscape Concept Sheet L01 Revision 03,
    - iii. Plan titled Cowie Street Planting Street Tree Set Out 1 L02, Revision 03,
    - iv. Plan titled Cowie Street Planting Street Tree Set Out 2 L03, Revision 03,
    - v. Plan titled Cowie Street Planting Street Tree Set Out 3 L04, Revision 03,
    - vi. Plan titled Cowie Street Understory Planting L05, Revision 03,
    - vii. Plan titled Cowie Street Planting Landscape Plant Schedule L06, Revision 03,
    - viii. Plan titled Cowie Street Amenity Improvements Poplar Tree Protection Sheet SK A02, Revision RK, and
    - ix. Memo titled Cowie Street Concept Design Summary dated 8 March 2017.

- b) Methods to emphasise the low speed residential environment of Cowie Street including the provision of traffic calming measures at the entrance to the new bridge in the form of a give-way sign and textured paving to slow traffic approaching and entering the bridge as shown on the memo titled Cowie Street Concept Design Summary dated 8 March 2017.
  - c) Form, type, location and duration of any signage on Cowie Street including any road signs and temporary way-finding signs (six month duration) on Parnell Road indicating access to Newmarket Park or Broadway Park.
- 19.5 The Requiring Authority is to undertake a practical completion audit of the landscaping implemented under condition 19 at the end of the 3 year maintenance period. Any defects identified by the audit are to be remedied by the Requiring Authority to the satisfaction of the Auckland Council's Compliance Monitoring Officer.
- 19.6 Following completion of the construction works on the site (or at a time agreed with the Council (Major Infrastructure Projects Team Manager), the Requiring Authority is to implement the UDLP. The planting is to be implemented and maintained to the satisfaction of the Council (Major Infrastructure Projects Team Manager).
- 19.7 The UDLP is to be prepared in consultation with the Auckland Council, the Waitemata Local Board, mana whenua, KiwiRail, Cowie Street Residents Association Incorporated (or a representative), and property owners identified in the Visual Catchment/Viewing Audience map dated January 2016 prepared by Opus International Consultants as part of the Assessment of Environmental Effects ("map 2") as being in Zone A and B (refer also to the definitions provided for these conditions). The Requiring Authority is to consider feedback from these parties and the means by which any relevant suggestions may be incorporated in the UDLP.
- 19.8 As part of the UDLP submitted, the Requiring Authority is to:
- a) Provide a record of feedback received from the parties referred to in condition 19.7.
  - b) Provide detail regarding the degree to which the feedback has been considered and where applicable incorporated into the design. Where feedback has not been incorporated, the Requiring Authority is to provide comment as to reasons why the feedback has not been incorporated.

#### Condition number 20

##### Tree protection

- 20.1 Prior to commencement of construction, the Requiring Authority is to appoint a qualified arborist ('Works Arborist') for the duration of the works. The role of the Works Arborist is to supervise all tree removals and works within the dripline of protected trees and street trees adjacent to the works site.
- 20.2 Contact details of the Works Arborist are to be provided to the Auckland Council's nominated project arborist prior to construction and in accordance with the CEMP.
- 20.3 Prior to commencement of construction, a pre-commencement meeting is to be conducted at the site. The pre-commencement meeting is to:
- a) Be attended by the Works Arborist, Council's project arborist and a representative Arborist on behalf of Cowie Street Residents Association Incorporated; and
  - b) Brief all contractors, sub-contractors and work site supervisory staff who will be carrying out project works of vegetation protection measures required on the site during construction.
- 20.4 Prior to works commencing, the following are to be implemented;
- a) Protective fences of day-glo mesh attached tautly to closely spaced Waratah standards are to be erected to enclose as much of the dripline areas of affected trees as practicable. The locations of these fences is to be agreed and supervised by the Works Arborist.
  - b) On completion of the pre-commencement meeting (condition 20.3), the Works Arborist is to submit a compliance memo to the Auckland Council's Compliance Officer and/or the Council's project arborist for certification.



- c) Communications and actions undertaken by the Works Arborist to manage activities implemented under condition 20.4 are to be supplied as part of the arboriculture works log sheet which is to form part of the tree management compliance report specified in condition 20.9.
- 20.5 In the event activities, machinery, storage of materials and/or vehicle tracking associated with construction are required within the dripline of trees and/or protected vegetation, the Requiring Authority, through the Works Arborist, must:
  - a) Ensure no passage of machinery, or emplacement of materials, equipment, fuels and oils, and spoil, is permitted within the dripline of trees and/or protected vegetation without approved protection measures being installed.
  - b) Where 20.5(a) cannot be achieved, a practicable solution to protect the affected tree must be recommended by the Works Arborist. Methods may include, but are not limited to
    - i. track-mats,
    - ii. plywood at a minimum thickness of 17mm must be utilised in any machinery movement.
  - c) Storage of materials, equipment, and spoil must be stored on a hard surface adjacent to the works area with polythene sheeting or plywood used as a further preventative measure.
- 20.6 All tree removal, pruning and works within the dripline of protected trees shall be undertaken in accordance with, but not limited to, the tree protection methodology provided in sections 8 and 9 of the arboricultural assessment prepared by Peers Brown Miller Ltd, dated 24 July 2015. A copy of this report is to be accessible on the site at all times.
- 20.7 In accordance with condition 20.5(a), excavation undertaken to install new hard surface and/or permanent structures within the dripline of protected trees is to:
  - a) Be assessed by the Works Arborist prior to excavation works occurring;
  - b) Be undertaken with approved methods to prevent damage to the tree, as recommended by the Works Arborist;
  - c) Excavation works are to be monitored by the Works Arborist,
  - d) Pruning of protected trees is to be carried out prior to works commencing by the Works Arborist or a qualified arborist under the instruction of the Works Arborist.
- 20.8 The Requiring Authority is to submit a Vegetation Management Plan ("VMP") to the Auckland Council. The VMP is to be prepared in accordance with the recommendations provided in the arboricultural assessment prepared by Peers Brown Miller Ltd, dated 24 July 2015. The VMP is to include, but not be limited to:
  - a) Measures to ensure that all contractors, sub-contractors, and workers engaged in all activities covered by this designation are advised of the tree protection measures required by conditions on the designation, and operate in accordance with those;
  - b) A tree works methodology for works in the root-zone of the mature Poplar and Puriri trees at 9 Cowie Street, with construction details for the proposed bridge and roadway designed to avoid any adverse effects on the immediate and long term health and stability of the trees;
  - c) Methods adopted to ensure the avoidance to the greatest extent practicable of machinery striking any part of any tree during the course of the project.
- 20.9 The Requiring Authority is to submit compliance reports on a monthly basis throughout the course of the works to the Auckland Council's project arborist and to the Major Infrastructure Projects Team Manager, Auckland Council. The compliance reports are to include:
  - a) A digital photographic record of the tree works undertaken from the Works Arborist.
  - b) Details of each instance that the Works Arborist is present on the site to supervise and monitor works in the rootzone of retained trees.
  - c) Details (including photographs) of all of the activities which have been undertaken on or within the rootzone of retained trees and
  - d) Confirmation that the works to date have been in accordance with the conditions of this designation while under the direction of the Works Arborist.
- 20.10 A tree management completion report is to be completed by the Works Arborist and provided to the Council's project arborist within one month of completion of construction. The tree management completion report is to:

- a) Confirm (or otherwise) that the works have been undertaken in accordance with the tree protection measures required by these conditions and under the direction of the Works Arborist.
- b) Confirm that the impact on the protected trees has been no greater than that provided for by the conditions.

Condition number 21

Ecological Management Plan

- 21.1 The Requiring Authority is to prepare and submit an Ecological Management Plan (“EMP”) to the Council (Major Infrastructure Projects Team Manager). The objective of the EMP is to detail the ecological management and monitoring programme that will be implemented to manage ecological effects on the environment during and after the construction phase of the project.
- 21.2 The EMP is to be prepared by an appropriately qualified and experienced ecologist prior to commencement of the works.
- 21.3 The EMP is to include, but not be limited to, the following:
  - a) A revegetation planting plan using appropriate native species eco-sourced from the Tamaki Ecological District;
  - b) A planting schedule, methodology, and an implementation and maintenance programme;
  - c) A weed and pest management programme for a minimum of two years commencing on completion of the revegetation planting;
  - d) A Herpetofauna Management Plan (“HMP”) prepared by a qualified herpetologist. The HMP should include, but not be limited to, the following:
    - i. Lizard capture-relocation methodologies and timeframes including a minimum capture period duration of eight weeks outside of winter months.
    - ii. Details of habitat enhancement and protection measures.
    - iii. Details of a predator control programme including methodologies and timeframes.
    - iv. Details of any monitoring proposed to assess the effectiveness of the mitigation.
  - e) The revegetation planting is to be implemented during the first planting season (April to July) following the completion of works.

Condition number 22

Network utility infrastructure

- 22.1 The Requiring Authority must ensure that access to the existing infrastructure of network utility operators for maintenance work (at all reasonable times) and for emergency works (at all times) is not adversely affected by the activities authorised by the designation.
- 22.2 During final design of the project the Requiring Authority is to:
  - a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where their infrastructure may be affected; and
  - b) Where required, make all reasonable changes requested by such network utility operators to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of, all network utility infrastructure within the designated area is not adversely affected.
- 22.3 Where during design or construction such infrastructure is found to be affected, subject only to reasonable planned interruption, the Requiring Authority is to either:

- a) protect the utility from any activity which may interfere with the proper functioning of the services, relocate it to the same or similar standard (including property rights) as the operator currently had before commencement of the project; or
  - b) repair or replace, at the Requiring Authority's expense, any infrastructure damaged during construction to the reasonable satisfaction of the affected network utility operator.
- 22.4 For works impacting on Vector assets, the requiring authority will consult with Vector Limited and enter into an agreement describing how the assets are to be relocated, and how the costs are to be apportioned. That agreement is to be consistent with Vector's standard "Agreement for Movement of Infrastructure", and is to be in place prior to any works taking place pursuant to the designation that might affect Vector's assets.
- 22.5 Works required at the termination point of Sarawia Street are to be designed in consultation with KiwiRail to address the following:
- a) Prevent pedestrian access from Sarawia Street to KiwiRail land; and
  - b) Appropriate fencing and structures located adjacent to KiwiRail land.

#### Condition number 23

##### Lighting

- 23.1 Any lighting used to illuminate carriageways is to be designed and located so that lighting levels comply with the Australia New Zealand Roadway Lighting Standard 1158, (series) - Lighting for Roads and Public Spaces.
- 23.2 Any lighting employed to illuminate carriageways is to be sited and designed to ensure that no more than 10 lux (vertical) of light is spilled during night time hours onto any residential building. This is to be measured at the windows of any habitable room in any such building.

#### Condition number 24

##### Construction Traffic Management Plan

- 24.1 The Requiring Authority is to submit a Construction Traffic Management Plan ("CTMP") to the Council (Major Infrastructure Projects Team Manager). The objective of the CTMP is to provide a framework to avoid, remedy or mitigate adverse traffic effects associated with the construction of the project.
- 24.2 The CTMP is to be provided to the Auckland Council at least 10 working days prior to construction activity and is to be implemented and complied with for the duration of construction of the project.
- 24.3 The CTMP is to describe the measures that will be undertaken to avoid, remedy or mitigate the local and network-wide effects of construction of the project. In particular, the CTMP is to include (but not be limited to) the following matters:
- a) Methods to avoid, remedy or mitigate the local and network-wide effects of the construction of individual elements of the project particularly near Cowie Street and Sarawia Street (e.g. intersections/ bridges);
  - b) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction and methods to manage and control traffic during construction on Cowie Street particularly at the intersection of Cowie Street and Parnell Road;
  - c) Measures to maintain existing vehicle access, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner;

- d) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access is to be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours; and
- e) Measures to minimise loss of parking through construction (including no parking on Cowie Street by contractor vehicles).

#### Condition number 25

##### Parking

- 25.1 Subject to the recommendations of a safety audit of the detailed design, there is to be no loss of on-street parking on Cowie Street. If the outcome of the detailed design safety audit necessitates the loss of on-street parking on Cowie Street, any reduction of on-street parking is to be minimised to the greatest extent practicable.
- 25.2 The CTMP will also specify that no on-street parking in Cowie Street will be used for commuter parking by employees of the contractor.

#### Condition number 26

##### Historic Heritage Management Plan

- 26.1 The Requiring Authority is to prepare and submit a Historic Heritage Management Plan (“HHMP”) to the Auckland Council at least 20 working days prior to commencement of any activity authorised by the designation. The objective of the HHMP is to provide a framework for the avoidance, remediation or mitigation of adverse effects on archaeological remains during construction, as far as reasonably practicable.
- 26.2 The Requiring Authority is to submit the HHMP to the Manager: Heritage Unit, Auckland Council to confirm that the activities undertaken in accordance with the HHMP will achieve the objectives of the plan and compliance with the following conditions.
- 26.3 The HHMP is to be prepared by the Requiring Authority in consultation with HNZPT and the Auckland Council's Heritage Unit (Cultural Heritage Implementation) and is to include details of (but not be limited to):
  - a) Details of all the historic heritage sites in the development area;
  - b) How construction, operation and maintenance of the project will ensure that any effects on the circa 1914 scoria retaining wall will be avoided;
  - c) How adverse direct and indirect effects on historic heritage sites identified are proposed to be avoided, remedied or mitigated;
  - d) The training requirements proposed to ensure the project team is aware of the processes and procedures;
  - e) Measures proposed for the storage and curation of the site archive and dissemination of the results of any fieldwork investigations undertaken in relation to historic heritage;
  - f) Details of the storage and curation of the site archive and dissemination of the results of any fieldwork investigations undertaken in relation to historic heritage;
  - g) Auckland Transport's Accidental Discovery Protocols as set out below:
    - i. If, at any time during site works, potential koiwi, archaeology or artefacts of Māori origin are discovered, then all site works, including earth moving machinery must stop around the location of the find and the following accidental discovery protocol must be followed.

- ii. The site owner or the site manager must immediately advise the kaitiaki and kaumatua of the relevant Mana Whenua, Team Leader Cultural Heritage (Implementation) and Heritage New Zealand Pouhere Taonga.
- iii. Mana Whenua will determine the tikanga for appropriate preservation, management and handling of the koiwi, archaeology or artefacts of Māori origin that are uncovered, which may include removal of the koiwi, archaeology or artefacts of Māori origin from the site by Mana Whenua or preservation within the site.
- iv. Preservation of the koiwi, archaeology or artefacts of Māori origin that are uncovered may require amendments to the site works to avoid adverse effects on sites of significance to Mana Whenua and Māori values.
- v. Works in the identified area must not recommence until approval has been granted by HNZPT in consultation with Mana Whenua.
- vi. Any final archaeological reporting resulting from an accidental discovery is to be submitted to the Council's the Cultural Heritage Team (Implementation) for the purpose of record keeping within 30 days of an updated report being provided to HNZPT.

### Advice Notes

#### AN1

Some of the project land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

#### AN2

The resource consents for the project granted by the Council also include conditions that require preparation and implementation of a CEMP. It is appropriate that a single CEMP be prepared by the Requiring Authority/consent holder which meets the conditions of this designation and the conditions of the resource consents.

#### AN3

Certification of the Historic Heritage Management Plan by the Council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the Council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Heritage New Zealand Pouhere Taonga Act 2014 ("HNZPTA").

#### AN4

It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under section 43 of the HNZPTA) archaeological site without the prior authority of Heritage New Zealand Pouhere Taonga ("HNZPT") issued under the HNZPTA. The HNZPTA also requires that approval be sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist ([ArchaeologistMN@heritage.org.nz](mailto:ArchaeologistMN@heritage.org.nz)).

#### AN5

The Requiring Authority is advised that installation of silt fences within the rootzone of retained trees must not involve the excavation or alteration of ground levels. Alternative methods to trenching should entail pinning the bottom edge of the siltcloth to the ground (using ground staples) and reinforcing with straw bales or similar. This requirement also applies where tree protection and silt/erosion control fences are combined into the one fence and constructed in the protected rootzone area.

#### AN6

The EMP may be incorporated into the landscape plans for the project provided all the requirements of the EMP condition are met.

## **Attachments**

No attachments.

## 1716 AMETI Stage 2A

Designation Number	1716
Requiring Authority	Auckland Transport
Location	Between Panmure Roundabout and Pakuranga town centre
Lapse Date	20/3/2028

## Purpose

The designation will provide for a separated busway between Panmure from the Panmure roundabout to Pakuranga along with associated cycleways, footpaths, and extensive landscaping

## Conditions

### Definitions

Term	Definition
Affected in proximity	Owners and occupiers who are not directly affected but may experience an adverse effect as result of their physical distance to the designation and works and includes, but is not limited to, neighbours and adjacent property owners.
Confirm Confirmation of (the designation)	This refers to the date on which section 175(2) of the RMA applies.
Consult Consulting Consultation	The process of providing information about the construction works, and receiving for consideration information from stakeholders directly affected and affected in proximity parties regarding those effects and proposals for management and mitigation of them.
Fully operational traffic lane	May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.
Two way access	Access into and out from a site or a road. This access may include restrictions (e.g. left in, left out) where these are specified in the relevant conditions.
Best practicable option	Has the same meaning as provided in the Resource Management Act 1991, namely: Best practicable option, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to— (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and (b) the financial implications, and the effects on the environment, of that option when compared with other options; and (c) the current state of technical knowledge and the likelihood that the option can be successfully applied.
Historic heritage	This includes heritage buildings, sites and places in the Auckland District Plan (Isthmus or Manukau Sections), or in the Auckland Unitary Plan: Operative in Part (for heritage rules currently with legal effect) or as specifically identified in conditions. These buildings, sites and places may, or may not, be identified in the New Zealand Heritage List/Rārangi Kōrero ('the List') or the New Zealand Archaeological Association site recording scheme. It also includes any historic heritage items as yet undiscovered, but discovered during the works, including archaeological sites and post-1900 material of historic heritage value discovered during

	works that meet the AUP: OP criteria for scheduling.
Mana whenua	<p>Mana whenua for the purpose of this designation are considered to be the following (in no particular order) who at the time of the Notice of Requirement expressed a desire to be involved in the AMETI Stage 2A project:</p> <ul style="list-style-type: none"> <li>• Ngāi Tai ki Tāmaki Tribal Trust;</li> <li>• Ngāti Maru Runanga;</li> <li>• Ngāti Paoa Iwi Trust;</li> <li>• Ngāti Tamaoho Trust;</li> <li>• Ngāti Te Ata Waiohua;</li> <li>• Ngāti Whanaunga Inc Soc;</li> <li>• Ngāti Whātua Ōrākei; and</li> <li>• Te Ākitai Waiohua.</li> </ul>
Material change	Includes amendment to any base information informing the Construction Environmental Management Plan or other subsidiary management plans or any process, procedure or method of the CEMP or other plan which has potential to increase adverse effects on a particular receiver materially.
Protected premises and facilities (“PPF”s)	<p>For noise, PPFs are defined in accordance with the New Zealand Standard for Road Traffic Noise for New and Altered Roads 2010 (NZS 6806) as spaces inside buildings that are used for residential activities, marae, overnight medical care and teaching.</p> <p>For vibration, PPFs are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (eg motels and hotels).</p>
Green asset	<p>Any type of plant, tree or organic matter. It includes but is not limited to:</p> <ul style="list-style-type: none"> <li>• trees (saplings and mature specimens)</li> <li>• shrubs</li> <li>• soil</li> <li>• sand</li> <li>• flowers</li> <li>• irrigation</li> <li>• grass (native and green)</li> <li>• mulch</li> <li>• bark</li> <li>• landscaping</li> <li>• rain gardens.</li> </ul>

## Abbreviations

Acronym	Description
AUP: OP	Auckland Unitary Plan: Operative in Part
BPO	Best practicable option
CCP	Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
HCV	Heavy commercial vehicle



HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
ICOMOS	International Council on Monuments and Sites
LMP	Lizard Management Plan
MSE	Mechanically stabilised earth (wall)
NoR	Notice of Requirement
POA	Protected Objects Act 1975
PPF	Protected Premises and Facilities
RMA	Resource Management Act 1991 and its subsequent amendments
SSCNMP	Site Specific Construction Noise Management Plan
SSCVMP	Site Specific Construction Vibration Management Plan
TPMP	Tree Protection and Management Plan
TNMP	Traffic Noise Mitigation Plan
UDLP	Urban Design and Landscape Plans

## GENERAL CONDITIONS

1. Except as modified by the conditions below, or by any outline plan, the project is to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:

- a. Volume 1: Notice of Requirement for Designation under section 168(2) of the Resource Management Act 1991 (RMA).
- b. Volume 1: Appendix A – Land requirement plans, dated 15 December 2016.
- c. Volume 1: Appendix B – Schedule of Affected Properties, dated 15 December 2016.
- d. Volume 2: AMETI Stage 2A Project - Assessment of Environmental Effects, prepared by Beca Ltd, dated 22 December 2016.
- e. Volume 3: AMETI Stage 2A –Plans Appendix A – Operational Scheme Plans, prepared by Beca Ltd and Tonkin & Taylor:
  - i. Lagoon Drive Urban Busway & Panmure Bridge, 3311120-CE-4000 Rev E (dated 19-April 2017), 4001 to 4003 Rev D (dated 15 December 2016), 3311120-CE-4004 Rev E (dated 19 April 2017), 3311120-CE-4005 Rev D (dated 15 December 2016); Pakuranga Road, 3311120-CE-4006\* to 4008 Rev B, 3311120-CE-4009 Rev E (dated 19 April 2017), and 4010 Rev B (dated 10 April 2015);

**\*Note:** Operational Scheme Plan 3311120-CE-4006 is required by these conditions to be amended in order to show a clearway to be marked on the carriageway at the entrance/slipway to the properties at 1-9A Pakuranga Road

- f. Volume 3: AMETI Stage 2A –Plans Appendix B:
  - i. Landscape Plans: Landscape Plan Sheets, 439003-AR-4100 Rev B (dated 28 January 2016), 3311120-AR-4101 Rev B (dated 28 January 2016), 3311120-AR-4102 Rev C (dated 8 December 2016), 3311120-AR-4103 Rev B (dated 28 January 2016), 3311120-AR-4104 Rev D (dated 23 May 2017), 3311120-AR-4105 to 4108 Rev B (dated 28 January 2016), 3311120-CE-AR-4109 Rev D (dated 30 May 2017), 3311120-AR-4110 Rev B (dated 28 January 2016);
  - ii. Planting Schedule, 3311120-AR-4201 to 4206, Rev A (dated 30 April 2015);
  - iii. Typical sections, 3311120-AR-4201 Rev A, 4301 Rev B (dated 8 December 2016), 4302 Rev A (dated 30 April 2015), 4303 Rev C (dated 23 May 2017), 4304 Rev A (dated 30 April 2015); and 49003\_AR-4304 Rev B (dated 28 January 2016).
- g. Volume 3: AMETI Stage2A – Plans of Structures and Typical:
  - i. Proposed Busway Bridge Plans 3311120-SE-5001 to 5006 Rev D;
  - ii. Proposed Stormwater Outlet Details, Plan 3311120-CE-5101, Rev A;
  - iii. Typical cross-sections, Lagoon Drive Urban Busway, Plans 3311120-CE-5102 Rev D (dated 29 April 2015), 5103 Rev E (dated 2 December 2016), 5104 Rev D (dated 29 April 2015), 5105 Rev D (dated 29 April 2015), 3311120-CE-5106 Rev E (Panmure Bridge dated 9 May 2017 and Lagoon Drive dated 29 April 2016)), 5107 Rev D (dated 29 April 2015), 5108 Rev D (dated 29 April 2015);
  - iv. Typical Sections –Pakuranga Road, Plans 3311120-CE-5111 to 5113 Rev B (dated 10 April 2015), 3311120-CE-5114 Rev C (dated 9 May 2017), and 3311120-CE-5115 Rev B (dated 10 April 2015).
- h. Volume 3: AMETI Stage2A – Appendix D – Construction Scheme Plans: 3311120-CE-6000 Rev B (dated 10 April 2015), 3311120-CE-6001 Rev C to 6003 Rev C (dated 16 December 2016), 3311120-CE-6004 Rev D (dated 9 May 2017), 3311120-CE-6005 Rev C (dated 16 December 2016) 3311120-CE-6006 to 6008 Rev B (dated 10 April 2015); 3311120-CE-6009 Rev C (dated 9 May 2017); and 3311120-CE- 6010 Rev B (dated 10 April 2015).
- i. Volume 4: AMETI Stage 2A – Technical reports:
  - i. Appendix A – AMETI Stage 2A – Integrated Transport Assessment – Final, prepared by Opus International Consultants Ltd, dated January 2017;
  - ii. Appendix B - AMETI Stage 2A Project – Air Quality Assessment, dated 12 December 2016;
  - iii. Appendix C - Arboricultural Assessment, Project – AMETI Stage 2A, prepared by Peers Brown Miller Ltd, dated 21 December 2016;
  - iv. Appendix D - Heritage Impact Assessment, Archaeological Assessment, AMETI Stage 2A, prepared by Opus International Consultants Ltd, dated 1 December 2016;
  - v. Appendix F - AMETI Stage 2A Panmure to Pakuranga Busway - Constructability Report, prepared by Beca Ltd, dated 21 December 2016;
  - vi. Appendix G - AMETI Stage 2A Project – Preliminary Environmental Site Investigation Report, prepared by Opus International Consultants Ltd, dated 22 December 2016;
  - vii. Appendix H - AMETI Stage 2A Project - Site Management Plan for Land Contamination, prepared by Opus International Consultants Ltd, dated 22 December 2016;
  - viii. Appendix I - Cultural Values Assessment in relation to the Proposed AMETI Project Phase 2A, prepared by Atkins Holm Majurey Ltd, dated January 2016;
  - ix. Appendix J - Auckland Manukau Eastern Transport Initiative Stage 2A Project– Assessment of Ecological Effects, prepared by Opus International Consultants Ltd, dated 30 November 2016;

- x. Appendix K - AMETI Stage 2A – Engagement Summary Report, prepared by Auckland Transport, dated January 2016;
  - xi. Appendix M - AMETI Stage 2A (Panmure to Pakuranga)– Further Options Assessment 2015, prepared by Auckland Transport and Beca Ltd, dated April 2015;
  - xii. Appendix N - AMETI Stage 2A –Landscape and Visual Assessment, prepared by Beca Ltd, dated 9 December 2016;
  - xiii. Appendix O - Mana Whenua Engagement Statement prepared by Auckland Transport, dated January 2016;
  - xiv. Appendix P - AMETI Stage 2A - Assessment of Noise and Vibration Effects, prepared by Marshall Day Acoustics, dated 18 January 2016;
  - xv. Appendix Q - AMETI Stage 2A – Social Impact Assessment, prepared Opus International Consultants Ltd, dated 1 December 2016;
  - xvi. Appendix S - AMETI NOR – Panmure to Pakuranga– Urban and Landscape Design Framework prepared by Beca Ltd, dated December 2016.
- j. AMETI Stage 2A – First response to the Auckland Council's section 92 letter, prepared by Beca Ltd, dated 2 September 2016:
    - i. Attachment 2 – Maori Values Assessments;
    - ii. Attachment 3 – Stormwater outfalls in the CMA – additional details (Lagoon Drive to Panmure section: Plans 3311120-CE-0600 Rev G, 3311120-CE-0601 to 0612 Rev E, 3311120-CE-0620 to 0629 Rev D, 3311120-CE-0630 to 0642 Rev C, 3311120-CE-0645 Rev C, 3311120-CE-0651-0656 Rev C, 3311120-CE-0670 to to 0671 Rev C);
    - iii. Attachment 4: Long-section along MSE Wall;
    - iv. Attachment 5: Marshall Day Acoustics Memo on Construction Noise (16 June 2016)
    - v. Attachment 6: Revised PSIR and Draft SMP: AMETI Stage 2A Project-Preliminary Environmental Site Investigation Report (25 August 2016).
  - k. Second response to the Auckland Council section 92 letter, prepared by Beca Ltd, dated 1 November 2016:
    - i. Attachment 1: Addendum to Heritage Impact and Archaeological Assessment;
    - ii. Attachment 2: Lagoon Drive – Updated Stormwater Design Plans (Plans 3311120-CE-0600 Rev G, 0601 to 0611 Rev E, 3311120-CE-0612 Rev F, 0613 to 0614 Rev D, 0620 to 0629 Rev D, 0630 to 0645, 0651-0656 Rev C, 0670 to 0671 Rev C, 1640 to 1647 Rev D, 3311120-CE-1647 Rev D, 3311120-CE-1648 Rev E, 3311120-CE-1649 to 1652 Rev D, overland flowpath markups on set 0601 Rev D, 0605 and 0606 Rev E, 0608 to 0611 Rev D and 0612 Rev E);
    - iii. Attachment 3: Pakuranga Road –Updated Stormwater Design Plans (Plans P00653\_001 Rev B, P00653\_0010 to 0021 Rev A, P00653\_0030 to 0041 Rev A, P00653\_0060 to 0074 Rev C, P00653\_0080 to 0083, P00653\_0090 to 0093 Rev A, to P00653\_0094 Rev B, P00653\_0100 Rev B, P00653\_0110 Rev A, NZ-SF69-76C-VF-665018; Stormfilter Supporting Calculations;
    - iv. Attachment 4: Tracking diagram – access to Panmure Squash Club (Plan 3311120-CE-0344 Rev D).
  - l. AMETI Stage 2A – Response to additional stormwater and heritage questions from the Council, prepared by Beca Ltd, dated 12 December 2016:
    - i. Attachment 1 Catchment Plans and Stormfilter Sizing (Lagoon Drive section) Memo from Chris Quigan dated 24 November 2016, Plans 3311120-CE-K01 and K02 Rev B;

- ii. Attachment 2 updated Stormwater Plans (Pakuranga Section), Plans P00653\_0001 Rev C, 0010 to 0021 Rev A, 0030 Rev B, 0031 to 0032 Rev A, 0033 to 0034 Rev B, 0035 to 0036 Rev A, 0037 Rev B, 0038 to 0041 Rev A, 0060 to 0065 Rev A, 0066 Rev B, 0067 to 0068 Rev A, 0069 to 0070 Rev B, 0071 Rev A, 0072 to 0074 Rev B, 0080 Rev B, 0081 to 0083 Rev A, 0090 Rev B, 0091 to 0093 Rev A, 0094 Rev B, 0100 Rev C, 0110 Rev A, NZ-SF-79C-VF-665018 Rev A;
- iii. Attachment 3 Cross-section showing historical location of swing bridge lattice structure (Plan 3311120-SE-2020 Rev C).

Where there is a conflict between the documents listed above and these conditions, these conditions are to prevail.

2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the “RMA”), this designation will lapse if not given effect to within 10 years from the date on which it is confirmed by the requiring authority.
3. As soon as reasonably practicable, and no later than 12 months from the date the AMETI Stage 2A project becomes operational, the Requiring Authority must:
  - a. Identify any areas of the designation that are no longer necessary for the ongoing maintenance of the AMETI Stage 2A project or for on-going mitigation measures;
  - b. Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified pursuant to (a); and
  - c. Undertake any process required to enable the redevelopment or transfer of properties no longer required (subject to any further processes under the Public Works Act 1981 and/or the RMA).
4. Until the previous condition is satisfied, the Requiring Authority must manage all the properties acquired for the AMETI Stage 2A project appropriately so:
  - a. They do not deteriorate below the condition existing at the date of confirmation of the Notice of Requirement for this designation and, through that deterioration, adversely affect adjoining properties; and
  - b. Any vacant land in the designated area is maintained in a tidy and safe condition.

## **PRE-CONSTRUCTION CONDITIONS**

### **Communications and consultation manager**

5. Within 12 months of the designation being confirmed the Requiring Authority must appoint a communications and consultation manager to implement the Pre-construction Communication and Consultation Plan required by these conditions. The Communication and Consultation Manager must be the principal and readily accessible point of contact for persons affected by or interested in the AMETI Stage 2A project until commencement of the construction phase of the project (or, if the construction phase of the project has been reached, that contact person’s details are to be provided). The Communication and Consultation Manager’s contact details are to be listed in the Pre-construction Communication and Consultation Plan and also listed on the Auckland Transport website.

### **Pre-construction Communication and Consultation Plan (“PCCP”)**

6. At least six months prior to construction commencing the Requiring Authority must prepare a PCCP to be submitted to the Council’s Team Leader Southern Monitoring to confirm that Plan has been prepared in accordance with this condition. The objective of the PCCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in proximity parties prior to commencement of construction of AMETI Stage 2A. The PCCP must be implemented, complied with and publicly available from the date on which it is submitted to the Council until the date by which the Communication and Consultation Plan for the construction phase is submitted to the Council.

7. The PCCP is to set out recommendations and requirements (as applicable) that should be adopted by and/or inform the Construction Environmental Management Plan ("CEMP"). Among other things the PCCP is to set out how the Requiring Authority will:

a. Inform the community of project progress and the likely commencement of the construction works and the construction programme (specifically providing the owner and occupiers of the building at 13-17 Queens Road with at least six months' notice before works commence on the retaining structure adjacent to the building at 13-17 Queens Road);

b. Engage with the community in order to foster good relationships and to provide opportunities for learning about the project;

c. Respond to queries. This information must include but not be limited to:

i. Who is responsible for responding;

ii. How responses will be provided; and

iii. The timeframes within which responses will be provided;

d. Seek input and feedback from stakeholders and affected parties (both directly affected and affected in proximity), including identifying reasonable timeframes for such feedback to be provided. For the avoidance of doubt, the absence of input or feedback received does not constitute a 'gap' in the PCCP;

e. Assist community facilities (such as education facilities) to communicate with and to inform their customers and stakeholders.

8. The PCCP is to be prepared in consultation with stakeholders, directly affected parties and affected in proximity parties including, but not limited to:

a. All property owners, and occupiers identified in the designation footprint;

b. All owners and occupiers adjacent to construction sites, including Pakuranga Plaza Ltd;

c. Heritage New Zealand Pouhere Taonga (HNZPT);

d. Network Utility Operators; and

e. Community services and education facilities including Lagoon Stadium, Panmure Squash Rackets Club, Lagoon Pool and Leisure Centre, Lagoon View Kindergarten, Carey College, the Auckland Rowing Association, St Patrick's School (Panmure), Panmure District School, Panmure Bridge School, Riverina School, St Kentigerns College, Pakuranga Intermediate School, and the Lagoon View Kindergarten (if it has been relocated in the project area).

9. As a minimum the PCCP must include:

a. A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.) and any other relevant communication matters;

b. The communications proposed for updating stakeholders including affected parties on construction timeframes;

c. Updates to stakeholders including affected parties, on construction timeframes at least every two months prior to construction;

d. Details of the Communication and Consultation Manager for the pre-construction period including their contact details (phone, email and postal address);

e. The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected in proximity parties and other interested parties. Such methods should include, but not be limited to:

- i. Newsletters;
  - ii. Newspaper advertising;
  - iii. Notification and targeted consultation with stakeholders, affected parties and affected in proximity parties; and
  - iv. Use of the project website for public information.
- f. How communication and consultation activities will be recorded;
- g. Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the AMETI Stage 2A works;
- h. Details of the consultation undertaken prior to commencement of construction of AMETI Stage 2A including details of any feedback received from those consulted. Where feedback is received through the PCCP consultation process, the PCCP must include details of:
- i. How feedback has been incorporated into this and/or other management plans; and
  - ii. Where feedback has not been incorporated, the reasons why.

### **Mana whenua engagement**

10. Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki mana whenua forum (or similar) to provide for an on-going role in the design and construction of the AMETI Stage 2A project and is to maintain this forum through until completion of the construction period.

11. The Requiring Authority must extend an invitation for membership on the kaitiaki forum to (but not limited to) representatives of:

- a. Ngāi Tai ki Tāmaki Tribal Trust;
- b. Ngāti Maru Runanga;
- c. Ngāti Paoa Iwi Trust;
- d. Ngāti Tamaoho Trust;
- e. Ngāti Te Ata Waiohūa;
- f. Ngāti Whanaunga Inc Soc;
- g. Ngāti Whātua Ōrākei;
- h. Te Ākitai Waiohūa;
- i. Te Kawerau a Maki;
- j. Te Ahiwaru Waiohūa; and
- k. Te Patukirikiri.

### **Advice Note:**

It is anticipated that the existing forum for engagement with mana whenua which Auckland Transport has convened will continue. Should this forum for engagement cease to continue, an alternative forum for engagement will need to be established.

12. The role of the kaitiaki forum may include (but is not limited to) the following:
- a. Setting the frequency of meetings, which will be agreed between the Requiring Authority and mana whenua;
  - b. Input into preparation of the following plans required by these conditions:
    - i. Historic Heritage Management Plan and the practices and protocols for the discovery of tāonga, kōiwi or material of Māori cultural significance, consistent with the Heritage New Zealand Pouhere Taonga Act 2014 and the Protected Objects Act 1975;
    - ii. Lizard Management Plan;
    - iii. Urban Design and Landscape Plan; and
    - iv. the Construction Environmental Management Plan.
  - c. Input into the methodology for site establishment works within the extent of Mokoia Pā and immediate surrounding areas, including the construction yard at the western bridge abutment and the temporary staging platforms;
  - d. Developing a section (in conjunction with the project team) for inclusion in the CEMP on managing mana whenua values and working in and around actual and potential cultural sites;
  - e. Discussion and (if possible) agreement on the appropriateness of using traditional names along the project alignment. Where this is agreed, to set those names and define how they are to be displayed and publicised, noting there may be formal statutory processes outside the project which may be involved in any decision-making;
  - f. Providing input into the urban design and landscape design associated with the project, including but not limited to:
    - i. appropriate use of Te Aranga principles;
    - ii. treatment of residual open spaces;
    - iii. the selection and supply of plant species and planting designs;
    - iv. the potential for enhancement of habitat associated with the kawau (black shag) and other identified areas of customary importance such as the Tamaki River and the Panmure Basin;
    - v. opportunities to enhance cultural values and sites by incorporating cultural recognition elements into features of the project including at the new Panmure intersection, on retaining walls, the soil nail walls, fencing, cycleways and walkways, the new Tamaki Bridge (including its abutments, piers and railings ), street furniture, signage, landscaping and at the Mokoia Pā site. Cultural recognition elements may include Maori carvings and/or art, pou and/or other cultural features and/or markers to recognise and provide for the cultural relationship of Mana Whenua with the land directly affected by the project; and
    - vi. visual cues and pedestrian connections between the Church Crescent/Lagoon Drive intersection and Mokoia Pā (subject to safety and transport considerations) and between the Mokoia Pā and the Jubilee Bridge
  - g. The need for a report on restoration of cultural sites associated with the AMET1 Stage 2A project;
  - h. Involvement of mana whenua in the removal and or replanting of any native tree species, or any ongoing maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
  - i. Working collaboratively with the Requiring Authority on historic heritage matters; and

j. Undertaking kaitiakitanga responsibilities associated with the AMETI Stage 2A project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery procedures, and providing mātauranga Māori input.

13. The kaitiaki forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the AMETI Stage 2A project.

## **CONSTRUCTION CONDITIONS**

### **Management plan certification**

14. At least 20 working days prior to commencement of construction of any stage of the project or activity (whichever is relevant), the Requiring Authority must submit the relevant management plans that require certification (unless otherwise specified in these conditions) to the Council's Team Leader, Southern Monitoring to certify that they comply or are consistent with the relevant designation condition(s). If the Requiring Authority does not receive any response from the Council within 20 working days of the management plan being submitted for certification, the Requiring Authority will be deemed to have certification and can commence the works, stage or activity

#### **Advice note:**

The Council will acknowledge receipt of any management plan submitted for certification within 5 working days. It will advise if any information required for certification is missing from any submitted management plan within 10 working days. Where no further information is required the Council will provide a response to the Requiring Authority within 20 working days of submission of the management plan. If further information has been requested, the Council will provide a response to the Requiring Authority within 10 working days of the requested information being provided.

15. The management plans and documents for certification include:

- a. Construction Environmental Management Plan
- b. Communications and Consultation Plans;
- c. Construction Noise and Vibration Management Plan;
- d. Historic Heritage Management Plan;
- e. Site Management Plan;
- f. Urban Design and Landscape Plans;
- g. Tree Protection and Management Plan;
- h. Lizard Management Plan;
- i. Traffic Noise Mitigation Plan;
- j. Conservation Plans;
- k. Site Specific Construction Noise Management Plan; and
- l. Site Specific Construction Vibration Management Plan.

#### **Advice note:**

Those parts of the CEMP to be certified in relation to the designation route include matters relating to construction traffic, construction noise and vibration (excluding underwater noise), cultural matters, landscape and visual, historic heritage, urban and landscape design, tree protection and management, and terrestrial ecology.

16. For the avoidance of doubt, in the event of any dispute or disagreement arising in respect of certification of management plans including certification of changes to management plans, the



Requiring Authority is able to submit a management plan or changes to management plans as part of an outline plan of works submitted to the Council pursuant to section 176A of the RMA.

17. Certification of a management plan applies to any changes proposed to a certified management plan as if the proposed change were a new management plan.

### **Availability of plans**

18. For the duration of construction, the Requiring Authority must ensure that a copy of the latest certified versions of the following plans, and any material changes to any of these plans, are made available for public viewing on the project website:

- a. CEMP;
- b. All other management plans covered by these conditions; and
- c. Communications and Consultation Plan.

A copy of these plans must also be held and available for viewing at each construction site on the designated route.

### **Monitoring**

19. The Requiring Authority is to implement a collaborative working process with its contractor team and the Auckland Council's Team Leader, Southern Monitoring (or representative) for dealing with day to day construction processes, including monitoring compliance with the designation conditions, the CEMP and other management plans, and any material changes to the management plans associated with construction of the project. This collaborative working process must:

- a. Identify a "key contact" person representing the Requiring Authority and a "key contact" person representing the contractor team to work with the Council's Consent Monitoring officer(s); and
- b. The "key contacts" are to be identified in the CEMP and must meet at least monthly unless a different timeframe is agreed with the Council Consent Monitoring Officer(s). The purpose of these meetings is to report on compliance with the designation conditions and with the CEMP, other management plans and material changes to those management plans, and on any matters of non-compliance including how they have been addressed.

The purpose and function of the collaborative working process is to:

- c. Assist as necessary the Council's Team Leader Southern Monitoring (or representative) to confirm that:
  - i. The works authorised by this designation are being carried out in compliance with the designation conditions, the CEMP and other Plans and any material changes to these plans; and
  - ii. All monitoring and recording monitoring results are in compliance with the requirements of the CEMP and other plans and any material changes to these plans.
- d. Subsequent to a confirmed outline plan, provide a mechanism through which any changes to the design, CEMP or other plans which are not material changes triggering the requirement for a new outline plan, can be required, reviewed and confirmed by agreement between the Council's Consent Monitoring Officer and the Requiring Authority without further formality;
- e. Advise where changes to construction works may require an update to the CEMP or other management plan. Any update to the CEMP or other management plan must remain consistent with the relevant objective or purpose of the relevant CEMP or management plan; and
- f. Identify and review any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Council's Team Leader Southern Monitoring (or representative)) and the adequacy of the measures adopted to respond to these.

## **Communication and consultation**

20. The Requiring Authority must make a contact person available during standard working hours and also a 24 hour phone contact point for the duration of the construction period to answer and/or to follow-up on public enquiries and concerns about the project and construction works.

## **Communication and Consultation Plan**

21. The Requiring Authority must prepare and submit a CCP to the Council's Team Leader, Southern Monitoring for certification. The CCP is to be implemented and complied with for the duration of construction of the AMETI Stage 2A project. The objective of the CCP is to set out a framework to enable appropriate communication and consultation is undertaken with the community, stakeholders, directly affected parties and affected in proximity parties during the construction phase of the project.

### **Advice note:**

Mana whenua will be engaged through the katiaki forum.

22. The CCP is to set out and/or include the following:

- a. Inform the community of construction progress and future construction activities and constraints that could affect them including activities that will cause any noise, vibration, dust and lighting effects, information on temporary traffic disruptions and suggested alternative routes to avoid traffic disruption, temporary restrictions on navigation of the Tamaki River channel);
- b. Provide early information on key project milestones;
- c. Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in proximity parties regarding the construction of the project and implementation of the CEMP or other subsidiary management plans; and
- d. Respond to queries and complaints including, but not limited to:
  - i. Who is responsible for responding;
  - ii. How responses will be provided; and
  - iii. The timeframes for responses to be provided.
- e. A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- f. Details of the Communication and Consultation Manager for the project including their contact details (phone, email and postal address);
- g. Methods for identifying, communicating and consulting with people affected by the project including but not limited to:
  - i. All residential and business property owners and occupiers directly affected or affected by proximity to the project (specifically providing the owner and occupiers of the building at 13-17 Queens Road with at least six months' notice before works commence on the retaining structure adjacent to the building at 13-17 Queens Road);
  - ii. All community and education facilities directly affected or affected by proximity to the project, including methods to assist these facilities to consult with their customers/stakeholders;
  - iii. Key stakeholders including the Council's Parks Department;

- iv. The wider community; and
  - v. Network utility operators.
- h. Methods for communication and consulting in advance of proposed hours of construction activities outside normal working hours and on weekends and public holidays, to directly affected and affected by proximity parties (including surrounding communities, and the owner and occupiers of the building at 13-17 Queens Road);
  - i. Methods for communicating with directly affected and affected by proximity parties (including surrounding communities), bus (public and private) operators, taxi operators, bus users, education facilities with walking school bus services and travel management plans, and the general public in advance of temporary traffic management measures and permanent changes to road networks and layouts;
  - j. Methods for communicating and consulting in advance of construction works with emergency services (police, fire, ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and the alternative routes or detours to be used;
  - k. Specific communications proposed for updating stakeholders including affected parties on construction timeframes;
  - l. Confirmation that stakeholders including affected parties will be updated on construction timeframes at least every two months both prior to and during construction; and if construction is postponed, that affected parties will continue to be updated;
  - m. Methods for consulting with residents along local roads proposed to be used for the project works, as well as Carey College and residents adjacent to construction yards;
  - n. Methods for consulting and communicating with the Harbourmaster and river users, including waka ama groups, to manage temporary navigation restrictions of the Tamaki River channel safely;
  - o. Methods for communicating and consulting in advance of construction works, regarding changes to staff and customer parking and supplier deliveries in the Panmure town centre;
  - p. The process for concerns and complaints management;
  - q. A list of the stakeholders directly affected and affected in proximity parties to be communicated with;
  - r. Details of any feedback received from those consulted with. Where feedback is received through the CCP consultation process, the CCP must include details of:
    - s. How feedback has been incorporated into this and/or other management plans; and
    - i. Where feedback has not been incorporated the reasons why.
  - t. As relevant specific linkages and cross-references to where mitigation proposed through the CEMP and management plans contributes to achievement of the CPP's objective.
  - u. A summary of the communication and consultation undertaken between the Requiring Authority and parties consulted and communicated with. This summary is to include any outstanding issues or disputes raised by parties.
23. If, in the course of amendments undertaken as part of the review process, a material change to the CCP is made, those parties affected by the change must be notified within one month of the material change occurring.

### **Construction Environmental Management Plan and subsidiary plans**

24. The objective of the CEMP is to avoid, remedy or mitigate any adverse effects associated with the AMETI Stage 2A construction so far as is reasonably practicable. The CEMP must include

measures to give effect to any specific requirements and objectives set out in these designation conditions. In order to give effect to its objective, the CEMP must be submitted to the Council's Team Leader, Southern Monitoring for certification and is to provide for the following:

- a. Noticeboards clearly identifying the Requiring Authority and the project name, together with the name, telephone number and email address of the site or project manager and the communication and consultation manager;
- b. Training requirements for employees, sub-contractors and visitors on the cultural history and significance of the area, construction procedures, environmental management (including the Historic Heritage Management Plan) and monitoring;
- c. A complaints management process setting out methods for capturing, recording and responding to complaints;
- d. The document management system for administering the CEMP, including review and Requiring Authority / constructor / Council requirements;
- e. Environmental incident and emergency management procedures (including spills);
- f. An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction;
- g. Specific details of demolition to be undertaken during the construction period;
- h. How construction methods and processes will achieve waste minimisation and energy efficiency;
- i. Methods to provide for the safety of the general public;
- j. Where access points are to be located in the construction areas and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
- k. Methods for managing and monitoring dust as a nuisance, including methods for minimising dust emissions, monitoring procedures and contingency procedures in the event of a dust nuisance event;
- l. Methods for managing silt and sediment in the construction area;
- m. Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring ground movement) for earthworks adjacent to buildings and structures;
- n. Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries;
- o. How the construction areas and yards will be fenced and kept secure; q. Measures to ensure all temporary boundary / security fences associated with construction of the project are maintained in good order with any graffiti and advertising posters/billboards/fliers removed as soon as possible;
- p. The location and specifications for any temporary acoustic fences and visual barriers;
- q. The location of any temporary buildings (including workers' offices and portaloos) and construction vehicle parking (which should be located in the construction area and not on adjacent streets);
- r. Provisions for management of mana whenua values to be developed by the kaitiaki forum in conjunction with the project team;
- s. Provisions for the management of moveable historic heritage so these items are not discarded and are available for reuse where proposed as part of the certified Urban Design and Landscape Plan;

- t. Methods to control the intensity, location and direction of construction lighting to avoid light spill and glare onto sites adjacent to construction areas;
- u. Methods to ensure prevention and mitigation of adverse effects associated with storage, use, disposal, or transportation of hazardous substances;
- v. Confirmation that site offices and less noisy construction activities will be located at the edge of the construction yards where practicable and any other practical measures to reduce nuisance to adjacent residential properties; and
- w. The identity of the appropriately qualified person who will undertake building condition surveys.

25. The CEMP must incorporate the following plans once submitted or certified (whichever is appropriate):

- Construction Traffic Management Plan;
- Construction Noise and Vibration Management Plan;
- Historic Heritage Management Plan;
- Site Management Plan;
- Urban Design and Landscape Plans;
- Tree Protection and Management Plan;
- Lizard Management Plan;
- Conservation Plans;
- Site Specific Construction Noise Management Plans; and
- Site Specific Construction Vibration Management Plans.

26. All works must be carried out in accordance with the certified CEMP and with any changes to plans made through an outline plan of works or management plan review process. The CEMP must be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the AMETI Stage 2A project.

27. The CEMP must be reviewed as a result of any material change to the project and/or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either the Council's Team Leader Southern Monitoring or the Requiring Authority and will in either case be at the requiring authority's cost. A summary of the review process must be kept by the Requiring Authority, provided to the Council's Team Leader Southern Monitoring on request, and made available to members of the public on request.

**Advice note:**

Modifications to the CEMP resulting from such a review can be made as an update to the 'live' document. The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the project.

**Transport, access and parking**

28. A Construction Traffic Management Plan must be prepared to avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access so far as is reasonably practicable. The CTMP is to be submitted to the Team Leader Southern Monitoring for information purposes at least 20 working days prior to commencement of the construction works.

29. The CTMP must include measures for:

- a. Managing the road transport network for the duration of construction to manage congestion and to minimise delays for road users;
  - b. Informing the public about traffic management on the road transport network;
  - c. Protecting public safety including safe passage for pedestrians and cyclists;
  - d. Maintaining pedestrian access to private property at all times;
  - e. Providing vehicle access to private property to the greatest extent possible; and
  - f. Managing effects from construction yards on adjacent properties.
30. The following must also be included in the CTMP(s):
- a. The routes to be used by construction related vehicles, particularly trucks to transport construction materials, equipment, spoil and including how use of these routes by these vehicles will be managed to mitigate congestion;
  - b. Transport route options for movement of construction vehicles carrying spoil, bulk construction materials and/or machinery including why these routes are considered appropriate. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery must as far as practicably possible use only the following roads in the immediate vicinity of the project:
    - i. Lagoon Drive;
    - ii. Church Crescent;
    - iii. Pakuranga Road;
    - iv. Ti Rakau Drive;
    - v. the Eilerslie-Panmure Highway; and
    - vi. Jellicoe Road.
  - c. Where other routes are necessary, the CTMP is to identify any residential zoned land and/or education facilities and provide details on how adverse effects from these vehicle movements are to be mitigated through limiting or controlling times for vehicle movements using those routes;
  - d. Information on designated parking areas for construction workers;
  - e. How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
    - i. Prioritising pedestrian and public transport at intersections where construction works are occurring as far as practicably possible;
    - ii. Relocating bus stops to locations which minimise disruption as far as practicably possible, and
    - iii. Identifying alternate heavy haul routes where these will be affected by construction works
  - f. Parking requirements at the Lagoon Drive and Basin View Lane carparks to:
    - i. Identify alternative adequate parking facilities in the immediate vicinity to meet reasonable parking demand; or
    - ii. Relocate the site compounds to avoid the need to use these carparks;
  - g. Identification of safe routes for pedestrians and cyclists, including locations for placement of clear directional signage for safe routes and crossing points;

- h. Details of traffic management for the signalised Panmure intersection to enable four lanes of traffic (two lanes in each direction) to operate on Lagoon Drive on approach to and departure from the intersection during construction works;
- i. An assessment of the feasibility of maintaining a dedicated bus-only route from the Panmure interchange to Queens Road at all times through the construction area, including potential for phasing the works and repositioning the bus-only route as required;
- j. Details of construction activities associated with construction of the Lagoon Drive busway and retaining walls so as to enable the existing contraflow arrangements on the existing Panmure bridge (during peak periods) to be maintained. This should include preparation of cross-sections showing traffic lanes and traffic management, plus construction activities at key constrained locations on Lagoon Drive; and
- k. Details of any engagement with residents and/or stakeholders, prior to construction, to determine the need for specific access requirements during construction for mobility-impaired residents.

### **Construction Noise and Vibration Management Plan**

31. The Requiring Authority must submit a Construction Noise and Vibration Management Plan to the Council's Team Leader, Southern Monitoring for certification. The certified CNVMP must be implemented and maintained throughout the construction periods of the works or stages of the works as appropriate. The purpose of the CNVMP is to provide a framework for development and implementation of the Best Practicable Option for management of all construction noise and vibration effects, and additionally to define the procedures to be followed when the noise and vibration standards in the CNVMP conditions are not met following adoption of the BPO.

32. The CNVMP must refer to the noise management measures set out in Annexure E of the NZS6803:1999 and as a minimum is to address:

- a. Construction sequencing;
- b. Machinery and equipment to be used, including use of non-percussive or low noise machinery where practicable;
- c. Hours of operation, including times and days when noisy construction work will occur;
- d. The design of noise mitigation measures such as temporary barriers and/or enclosures;
- e. Construction noise limits for specific areas;
- f. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve the BPO. This may include consideration of temporary relocation of building occupants where applicable at the cost of the Requiring Authority;
- g. Methods for monitoring and reporting on construction noise; and
- h. Methods for receiving and responding to complaints about construction noise.

33. The CNVMP is also to refer to vibration management measures set out in the German vibration Standard DIN4150-3:1999 and address the following aspects:

- a. Vibration monitoring measures;
- b. Vibration criteria;
- c. Possible mitigation measures;
- d. Complaint response;
- e. Reporting procedures;

- f. Notification and information for the community of the proposed work;
- g. Vibration testing of equipment to confirm vibration predictions;
- h. Location for vibration monitoring when construction activities are adjacent to buildings identified for building condition survey;
- i. Working hours;
- j. Preparation of building condition survey reports where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent appropriately qualified person appointed by the Requiring Authority.

**Construction noise**

34. Noise arising from construction activities must be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise and, unless otherwise provided for below, is to comply with the noise limits set out in the following table:

Day	Time	L <sub>Aeq</sub>	L <sub>Amax</sub>
<b>Residential Receivers (irrespective of zoning)</b>			
0630h Monday to 0630h Saturday	0630h – 0730h	55 dB	75 dB
	0730h – 1800h	70 dB	85 dB
	1800h – 2000h	65 dB	80 dB
	2000h – 0630h	45 dB	75 dB
0630h Saturday to 0630h Sunday	0630h – 0730h	45 dB	75 dB
	0730h – 1800h	70 dB	85 dB
	1800h – 2000h	45 dB	75 dB
	2000h – 0630h	45 dB	75 dB
0630h Sunday and Public Holidays to 0630 the following morning	0630h – 0730h	45 dB	75 dB
	0730h – 1800h	55 dB	85 dB
	1800h – 2000h	45 dB	75 dB
	2000h – 0630h	45 dB	75 dB
<b>Commercial and Industrial receivers</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

35. The hours of work will be from 0730 to 1800 on weekdays and Saturdays unless activities that are planned to be undertaken outside these hours at night or on Sundays or Public Holidays are specified in terms of their location, duration, timing and predicted noise and vibration levels in the certified CNVMP. (Particular consideration to working hours is required to be given to the owners and occupiers of the buildings located respectively at 13-17 and 19-23A Queens Road as the proximity of the works to these buildings is expected to require work to be conducted outside normal business hours.)

36. A Site Specific Construction Noise Management Plan (“SSCNMP”) must be prepared for any receiver or activity for which the construction noise is either predicted or measured to exceed the limits in the table above except where the exceedance of the standards is no greater than 5 decibels and will not exceed:

- a. 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
- b. 2200-0700: 1 period of up to 2 consecutive nights in any 10 days.



The objective of a SSCNMP is to set out the best practicable option for minimisation of noise from the construction activities. The SSCNMP is to set out:

- i. The predicted noise level for the activity;
- ii. Noise limits to be applied for the duration of the activity;
- iii. The mitigation options that have been selected and the options that have been discounted as being impracticable and why;
- iv. The proposed noise monitoring regime.

Works subject to a SSCNMP may not commence without prior certification by the Council of the relevant SSCNMP.

### Construction vibration

37. Unless otherwise provided for below, vibration arising from the construction activities must comply with the vibration limits in the following table:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h - 0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h - 2000h	1mm/s PPV	5mm/s PPV
		Blasting – vibration	5mm/s PPV	10mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h - 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration - transient (including blasting)	5mm/s PPV	BS 5228-2 Table B.2
		Vibration - continuous		BS 5228-2 50% of Table B.2 values

#### Advice notes:

Measurements of construction vibration are to be undertaken in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”. PPV = peak particle velocity

\* For vibration, protected premises and facilities are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (e.g. motels and hotels).

38. If measured or predicted vibration levels exceed the Category A criteria then an appropriately qualified expert must be engaged to assess and to provide practical options for managing construction vibration at the affected location in an effort to reduce the level of annoyance being, and/or to be, experienced. (Particular consideration to working hours is required to be given to the owners and occupiers of the buildings located respectively at 13-17 and 19-23A Queens Road as the

proximity of the works to these buildings is expected to require work to be conducted outside normal business hours.)

39. A Site Specific Construction Vibration Management Plan (“SSCVMP”) must be prepared when construction vibration is either predicted or measured to exceed the Category B standards. The objective of a SSCVMP is to set out the best practicable option for the minimisation of vibration effects of the construction activity. As a minimum the SSCVMP must set out:

- a. The relevant construction activity location, start and finish dates, and the proposed working hours in relation to the site(s) concerned. ;
- b. The predicted vibration level for the construction activity;
- c. Construction vibration limits specific to the receiver to avoid unreasonable disruption of businesses;
- d. The building condition surveys of buildings and pipework which documents their current condition and any existing damage;
- e. An assessment of each building and any pipework to determine susceptibility to damage from vibration and to define appropriate vibration limits that the works must comply with to avoid damage;
- f. The mitigation options that have been selected and the options that have been discounted as being impracticable and why;
- g. The proposed vibration monitoring regime;
- h. The methods to be adopted to minimise amenity effects on buildings which will remain occupied during the works;
- i. The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have been addressed. The SSCVMP must also record any disagreements between owners and occupiers of sites and the Requiring Authority, and the procedures and actions agreed on to try to resolve these disagreements;
- j. The receiving building(s) which are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s) by a chartered professional engineer or otherwise appropriately qualified person and a building condition survey.

#### **Building condition surveys**

40. Prior to construction, a building condition survey must be undertaken of any building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction. The identification and assessment requirement must be determined by an independent and appropriately qualified person appointed by the Requiring Authority based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:

- a. Age of the building;
- b. Construction types;
- c. Foundation types;
- d. General building condition;
- e. Proximity to any excavation;
- f. Whether the building is earthquake prone or where there is pre-existing damage;
- g. Whether any basements are present in the building; and

h. Where a property is located within the medium or high risk distances identified for any activity, as contained in the Construction Noise and Vibration Management Plan.

41. Where it is determined by an independent and appropriately qualified person appointed by the Requiring Authority prior to construction that a building condition survey is required:

a. The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP;

b. The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;

c. Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within three months from first contact, then the Requiring Authority is not required to undertake these assessments;

d. During the building condition survey, the Requiring Authority must determine whether the building is classified as Commercial / Industrial / School (Category A) or a Historic or sensitive structure (Category B);

e. The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it must notify and provide the Council's Team Leader Southern Monitoring with a copy of the completed survey report within 15 working days;

f. The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council's Team Leader Southern Monitoring;

g. The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken; and

h. The Requiring Authority must develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the AMETI Stage 2A project works. The purpose of this monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

42. During construction:

a. The Requiring Authority must implement procedures that will appropriately respond to the information received from the vibration monitoring system. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and

b. Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building.

43. Following construction:

a. Within three months of the commencement of operation of the AMETI Stage 2A project the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment;

b. Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is

reasonably required to restore the general condition of the building as described in the building condition survey.

### **Historic heritage**

44. The Requiring Authority must prepare and submit a Historic Heritage Management Plan to the Council's Team Manager–Heritage for certification. The objective of this plan is to avoid, remedy or mitigate adverse effects on the recorded and unrecorded historic heritage in the designated area as far as reasonably practicable. To achieve this objective, the HHMP must be consistent with requirements of the Conservation Plans required by these conditions.

45. As a minimum the following must be included in the HHMP:

- a. Particular provisions for management of works within or in direct proximity to the Mokoia headland Pā, the Sunset Reserve area, remains of the swivel span of the first Panmure Bridge, consistent with conditions of any statutory authority and the Conservation Plans required by these conditions;
- b. Methods for recording in-ground historic heritage material not covered by another statutory authority;
- c. Methods for documentation and potential reuse of items of moveable historic heritage, as part of the final UDLP;
- d. Methods for identification, interpretation and, where feasible, retention of the historic concrete road and commemorative plaques at the southern end of Kerswill Place;
- e. Mana whenua representative(s) are to monitor construction activities during the surficial earthworks and excavation into ground with potential for cultural material to be present;
- f. Roles and responsibilities of the historic heritage team, the Requiring Authority, Mana Whenua representative(s), contractors and subcontractors in relation to historic heritage material, consistent with any other statutory authorities;
- g. A protocol for determining timeframes for historic heritage excavation and recording work for all historic heritage material, and integration with the construction schedule;
- h. Mechanisms and procedures for dispute resolutions during works and the contact details for all relevant parties;
- i. How procedures for historic heritage investigations, monitoring and reporting during preliminary earthworks are to be implemented;
- j. How historic heritage material will be protected and/or preserved across the extent of the project area;
- k. Protocols for discovery of unrecorded historic heritage, discovery of taonga, kōiwi or material of Māori Cultural origin, consistent with conditions of any statutory authority and including the following as a minimum:
  - i. Procedures in the event of historic heritage discoveries, including kōiwi;
  - ii. Procedures in the event of discovery of cultural remains;
  - iii. Statutory requirements to be met prior to resuming works;
  - iv. Provision for 'post-excavation' archiving, assessment and analysis of the historic heritage records and materials, and publication of results of that work;
  - v. Methods to provide for cultural recognition of the site or location of the discovery or other form of recognition, as considered appropriate by mana whenua, taking into account the scale and significance of the discovery.

l. Training procedures for all contractors, to be undertaken in advance of construction, regarding the possible presence of historic heritage sites or material, what these sites or material may look like, and the relevant statutory requirements if any sites or material are discovered.

m. Cultural induction by Mana Whenua representative(s) in relation to the cultural significance of the project area, what cultural sites or material look like, and accidental discovery protocols that must be carried out by a Mana Whenua representative(s).

### **Conservation plans**

46. A Conservation Plan must be prepared for the Mokoia Headland Pā by an appropriately qualified expert in consultation with Ngāti Paoa and the Council's Cultural Heritage Implementation Team. This Conservation Plan must be:

a. in accordance with the HNZPT's 'Guidelines for Preparing Conservation Plans' and prepared with the direct involvement of Ngāti Paoa, consistent with ICOMOS New Zealand principles regarding involvement of indigenous people;

b. the primary management document to ensure the protection, conservation maintenance and enhancement of those parts of Mokoia Headland Pā which can be retained; and

c. submitted to the Council's Team Leader, Southern Monitoring for certification and must:

i. comply with any conditions required by any other statutory authority;

ii. as a minimum include measures to conserve cultural and heritage values through all stages of the project, including but not limited to site clearance, temporary construction activities and through to implementation of plans to establish a commemorative park;

iii. include a risk assessment by an appropriately qualified engineer to determine whether the intended construction activities pose any risk of collapse during construction work to the area(s) of the Pā to be conserved;

iv. outline clear guidelines for all regular, seasonal and annual maintenance works that are consistent with conserving cultural and heritage values.

47. A Conservation Plan must be prepared for the remains of the swivel span of the first Panmure Bridge by a heritage specialist with experience in the conservation of engineered infrastructure remains, working with an appropriately qualified engineer, and in consultation with the Council's Built Heritage specialist. This Conservation Plan must:

a. be in accordance with the HNZPT's 'Guidelines for Preparing Conservation Plans' and ICOMOS New Zealand Charter item 14 - Conservation Plans;

b. be the primary management document to ensure the protection, conservation maintenance and enhancement of the remains of the first Panmure bridge; and:

i. is to be submitted to the Council's Team Leader, Southern Monitoring for certification;

ii. include measures to prevent deterioration or damage during changes to the structure;

iii. include design of any replacement supporting structure that is sufficient to prevent damage by vessel strike;

iv. include a plan for long term maintenance to prevent deterioration of the ironwork and timber elements as a result of exposure to weathering; and

v. development of the Conservation Plan must include ongoing consultation with HNZPT.

48. a. In the event that any unrecorded historic heritage sites are identified as a result of the works, then these sites must be recorded by the Requiring Authority for inclusion in the Council's Cultural Heritage Inventory. The Requiring Authority's historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Team Leader: Southern

Monitoring (for the Manager: Heritage Unit, heritageconsents@aucklandcouncil.govt.nz) within one calendar month of completion of work on the route;

b. Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e. evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Team Leader: Monitoring (for the Manager: Heritage Unit, heritageconsents@aucklandcouncil.govt.nz) within 12 months of completion of the route works.

### **Urban Design and Landscape Plan**

49. The Requiring Authority is to submit an Urban Design and Landscape Plan prepared by an appropriately qualified urban designer and landscape architect to the Team Leader, Southern Monitoring, in consultation with the Council's Parks Planning Team Leader (where appropriate), for certification for any stage of the project. The primary objective of the UDLP(s) is to implement the Urban and Landscape Design Framework and to mitigate the landscape and visual effects identified in the landscape and visual assessment prepared by Beca Ltd dated 9 December 2016 and as modified in section 9 of the evidence of Christopher Bentley dated 28 November 2017.

50. The UDLP(s) must be in accordance with the project's Urban and Landscape Design Framework (including the concept plans, corridor-wide and sector specific design principles), and in general accordance with the approved landscape plans, and consistent with both the Historic Heritage Management Plan and the certified Conservation Plans required by these conditions.

51. The UDLP is to demonstrate how the corridor-wide and sector-specific design principles are achieved in the AMETI Stage 2A design, and must address the following:

a. Wayfinding, directional signage and sense of place features throughout the project route, including links between the Mokoia Pā, Te Kai a Hiku / Panmure Basin, the Jubilee Bridge and the Rotary Walkway;

b. Landscape design details for the residual land at the Mokoia Pā headland in consultation with Ngāti Paoa, consistent with the relevant and certified Conservation Plan for the Mokoia Pā site ;

c. Landscape design details for the residual land at the southern Panmure Bridge abutment in consultation with the kaitiaki forum and the Council's lead heritage specialist, with a particular focus on the remnant swivel structure of the old Panmure Bridge, consistent with the certified Conservation Plan for that structure;

d. The location of property accessways required to service affected properties and where those properties are located in the project footprint;

e. Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project;

f. The location and design (including height) of noise walls must be designed to enable land to be integrated into the urban area, including minimising intrusion on adjoining residents and reserves, maintaining and contributing to the amenity of residents and road users, and visually integrating with the surrounding residential character. The noise walls are to be designed in accordance with the Urban and Landscape Design Framework;

g. Design features and methods for cultural expression and in order to reflect outcomes agreed through mana whenua engagement;

h. The location and design of any structure, pathway, parks infrastructure, green asset and any other infrastructure in any road reserve, the new reserves and reinstated reserve areas (and to consider the inclusion a pedestrian access between Lagoon Drive and Sunset View Road across the Sunset Road Reserve);

i. The location of landscaping, including any vegetation to be retained, areas of landscape mitigation and ecological enhancement planting in such a way that enables land to be reintegrated

into the surrounding urban context. This is to include a schedule of species to be planted including the botanical names, locally eco-sourced native plants that reflect appropriate taonga species and/ or indigenous biodiversity (which are to be used unless there is a specific need for exotic species as determined by the landscape architect in her/his sole discretion), grade (bag size) of plants, minimum plant height at time of planting, and proposed plant spacings;

j. In respect of the Outstanding Natural Feature (“ONF”) on the north-eastern side of Lagoon Drive (including the Sunset Reserve) the measures to be implemented to enable natural rock exposures of volcanic tuff along the soil nail wall to remain permanently visible, subject to stability and safety requirements, and mitigating any significant adverse visual and landscape effects. Once the main cut for each soil nail wall is complete, the final design of the soil nail wall visual/planting/cultural treatment is to be developed in consultation with the Council’s Team Manager Biodiversity (in relation to ONF requirements), the Council’s Parks Planning Team Leader (in relation to planting mitigation and maintenance associated with the Sunset Reserve), the Ngāti Paoa Iwi Trust, and an NZILA registered landscape architect. For those areas where the natural rock is not proposed to be left exposed, methods are to be implemented to incorporate continuous vegetative screening of the soil nail wall structures with appropriate native plants and/or appropriate cultural design features;

k. Streetscape details for Williams Avenue and the Latham - Dillimore connection, including amenity tree planting and any associated footpath re-location;

l. Measures to be undertaken for topsoil and subsoil management to rehabilitate the soil profile in order to provide a viable growing medium for the areas to be planted and for use on the berms. Consideration is to be given to the use of engineered tree pits, utilising a combination of structural soils, soil vaults, or structural soil cells where necessary to provide sufficient rooting environment for large growing trees in restricted areas;

m. A landscape planting methodology and plant selection process must be developed with the Council’s arboricultural and horticultural specialists. The planting methodology is to include details of the maintenance programme to be implemented once the landscape planting works are completed;

n. A maintenance plan and establishment requirements over a three year period for landscaping and five years for specimen trees following planting and reinstatement of road verges, and including:

i. Vegetation maintenance policies for the proposed planting, in particular details of maintenance methodology and dates / frequencies;

ii. Details of watering, weeding, trimming, cultivation, pest and disease control, checking stakes and ties, pruning and other accepted horticultural operations to ensure normal and healthy plant establishment and growth;

iii. Details of a maintenance programme for any other green asset and/ or parks infrastructure including vandalism eradication policies; and

iv. An agreed reporting mechanism for annual inspections of all new plantings to ensure the plants are healthy and are being maintained to the Council’s standards.

o. Measures to minimise clearing work to preserve soil and any indigenous vegetation;

p. Measures to ensure the appropriate disposal of any clearance of invasive/noxious weeds;

q. Where feasible, design of tree planter pits in all new planting areas with a minimum soil volume of 10 cubic metres;

r. Local sourcing of ‘new’ tree stock (Auckland region), and consultation with the Council’s arborist regarding the size, form and quality of the tree stock prior to any planting commencing, with all tree stock ordered at least 12 months prior to use.

52. The Requiring Authority’s representative must arrange for annual inspections, accompanied by the Team Leader - Southern Monitoring, of all new plantings to ensure the plants are healthy and are being maintained to the Council’s standards.

53. At least 1 month prior to the final handover to the Council for future care and maintenance of the landscaping, the Requiring Authority’s representative is to arrange a site walkover with the Team

Leader Southern Monitoring to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.

54. The UDLP planting requirements must be implemented during the first planting season following the project being operational. If the weather in that planting season is unsuitable for planting, as determined by the Team Leader Southern Monitoring (in consultation with the Council's Parks Department), the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council's Team Leader Southern Monitoring.

### **Tree protection**

55. The Requiring Authority must work with the Council's arboricultural specialists in its Parks and Heritage division to develop a joint Tree Protection and Management Plan ("TPMP") for submission to the Team Leader, Southern Monitoring for certification. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects on those trees to be retained as part of the project as far as reasonably practicable. As part of the TPMP, where required the Requiring Authority must develop specific work procedures that are to be outlined in the contract tender documentation for the civil works contracts for the project. The TPMP must also include the final construction methodology details for works close to or around any notable trees in the project area, based on the final detailed design.

56. To achieve its objective, the TPMP is to include:

a. Specific vegetation protection measures to be implemented, including:

i. Tree protection measures for notable trees at the Domain Reserve and 1 Kerswill Place, based on the items in Schedule 1A of these conditions;

ii. Tree protection measures for trees to be retained based on the items in Schedule 1B of these conditions;

iii. Tree pruning measures based on the recommendations in Schedule 1C of these conditions (including pruning any trees outside the designated area by the Council's tree maintenance contractors under the direction of the Council's arborist advisor). These measures must also demonstrate that the extent of works will be undertaken in accordance with the following permitted activity standards in the Auckland Unitary Plan (Operative in Part): E26.4.5.1 (which applies to tree trimming or alteration of trees in streets and open space zones), and E26.3.5.2(8) (which relates to the alteration or removal of vegetation required to maintain the visibility of road safety signage, vehicle sightlines, carriageway clearance heights and widths);

iv. Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees;

v. Use of protective barrier fencing;

vi. Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist ("appointed arborist") to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation;

vii. Specific bio-security removal restrictions that will apply to all protected elms, to avoid the risk of Dutch Elm Disease (refer Appendix 6 of the arboricultural assessment prepared by Peers Brown Miller dated 21 December 2016), including vetting and approving the methodology and treatment of the Elm material by the Council's arboricultural specialist responsible for handling and treatment of all Elm material controlled under the Biosecurity Act, prior to any works taking place;

viii. Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority's arborist in consultation with the Council's arboricultural specialist;



ix. The methodology required to relocate the Pohutukawa trees from Queens Road, Panmure, including measures to enable, where practical, the uplifting and temporary storage of the existing Pohutukawa trees where they fall in the designated area of works, as well as their appropriate maintenance and repositioning in a suitable alternative location in consultation with the Council's arboricultural specialist Parks;

x. Determination of the practicality of uplifting trees for transplanting by a qualified and experienced arborist (in consultation with the Council's arborist advisor), having particular regard to below ground infrastructure and its planned renewal and relocation;

xi. For those trees that can be practicably uplifted (transplanted), retaining the services of an appropriately qualified arboriculturalist experienced with best practice tree relocation procedures to extract the Pohutukawa trees to be retained and thereafter maintain and irrigate the trees until such time as they are relocated.

**Advice note:**

All works that involve cutting or removal of any Elm species are required to be undertaken in accordance with the requirements of the Biosecurity Act.

57. Prior to finalising detailed designs for works close to or around any notable trees in the project area the Requiring Authority is to arrange a meeting between the appointed arborist, the Council's parks arboricultural specialist, the Council's Heritage arborist, and any other relevant employees/contractors who will be working on the project. The purpose of this meeting is to review the detailed designs for works planned in the rootzone area of the notable trees adjacent to the area of works (which comprise the Pohutukawa trees in Domain Reserve, the willow trees on Pakuranga Road, and the Swamp Cypress in Kerswill Place).

58. Prior to any construction works commencing, a pre-commencement site meeting must be arranged by the Requiring Authority. The purpose of the meeting is for the appointed works arborist to explain all vegetation protection measures to a representative of all contractors, sub-contractors and work site supervisory staff who will carry out project works within the dripline of any retained tree on the designated route. The following Council officers must also be invited to attend the meeting:

- a. Team Leader Southern Monitoring (or representative);
- b. In the case of trees on private land – the Resource Consents Specialist Advisor – Arborist;
- c. In the case of trees on Parks owned land – the Senior Arboriculture and Eco Specialist (or equivalent), Operational Management and Maintenance, Auckland Council Community Services.
- d. In the case of street trees located in the road reserve – the Senior Advisor – Urban Forest (or equivalent), Parks Services, Auckland Council Parks, Sport and Recreation.

59. Compliance with the recommended tree protection measures and construction methodology must be monitored by the appointed works arborist and logged in accordance with the vegetation log sheet contained in the TPMP. The log sheet must be provided to Council officers at agreed intervals or, where required, on request.

60. If the design of the project is modified so that it becomes apparent that trees identified to be retained on the approved/certified landscape plans are required to be removed, then removal of these trees is appropriate if:

- a. The tree to be removed is not one of the scheduled Pohutukawa trees at the Domain Reserve, a Pohutukawa tree(s) along the southern side of Lagoon Drive, or the Swamp Cypress and Kauri tree at 1 Kerswill Place; and
- b. The design modification results in retention of a tree that was identified to be removed (i.e. no net loss of generally protected trees); or
- c. If the design modification will result in a net loss of generally protected trees, a suitable replacement specimen tree is provided in the project alignment (in addition to the proposed planting shown on the approved/certified landscape plans).

## **Lizard Management Plan**

61. The Requiring Authority must prepare and submit a Lizard Management Plan to the Council's Biodiversity Team Manager Biodiversity Central/South for certification. The objective of the LMP is to avoid, remedy or mitigate adverse construction effects on native skinks as far as is reasonably practicable. The LMP must be prepared by a qualified herpetologist with Department of Conservation authority and is to cover the following locations:

- a. The vegetated cliff face on the northern side of Lagoon Drive between Basin View Lane and Church Crescent; and
- b. The rank grass on the northern side of Pakuranga Road at Kerswill Corner and Bus Stop Reserve.

62. The LMP is to include (but not necessarily be limited to):

- a. Details of search methods to be implemented for capturing arboreal and ground-dwelling lizards prior to any construction activities in any of the above areas within the project footprint;
- b. Mechanisms for re-establishing affected lizard habitat;
- c. Locations for the potential release of lizards, including whether a pest control programme for before and after the release of lizards is necessary and, if so, the details of such a control programme;
- d. The methodology for any post-capture release of lizards; and
- e. The methodology for captive management of lizards if they are required to be held in captivity.

### **Advice note:**

A permit under the Wildlife Act 1953 will be required from the Department of Conservation to enable reptile translocation to occur.

## **OPERATIONAL CONDITIONS**

### **Operational traffic noise**

63. The alignment must be designed and constructed in accordance with the provisions of New Zealand Standard NZS 6806:2010 "Acoustics – Road traffic noise - New and altered roads" (NZS 6806:2010). For the purposes of the following noise conditions the following terms have the following meanings:

- a. "Acceptable Noise Environment" – means that in accordance with NZS 6806:2010 buildings/properties are determined as Category A or experience an up to 2 decibel increased change in noise environment compared with the "do nothing" measured noise levels in Appendix G of the "Assessment of Noise and Vibration Effects" prepared by Marshall Day Acoustics and submitted with the NoR for this designation; and
- b. "Affected Buildings" – means any PPF that following implementation of all the proposed structural noise mitigation are Category B or C and do not have an Acceptable Noise Environment maintained.

64. These noise conditions consider only those PPF's existing on 29 March 2016, being the date the Notice of Requirement for this designation was served on the Auckland Council. The Requiring Authority must implement the proposed structural noise mitigation measures shown on the landscape plans submitted with the NoR for the designation (Volume 3: AMETI Stage 2A – Plans Appendix B) and described in section 9.13.5.2 of the AMETI Stage 2A Project – Assessment of Environmental Effects (prepared by Beca Ltd, dated 22 December 2016) to provide an Acceptable Noise Environment to all PPFs. These measures must be implemented as soon as practicable in the construction programme.

65. Prior to construction, the Requiring Authority must engage an appropriately qualified acoustic specialist to undertake an assessment to determine whether or not there are any Affected Buildings. Where Affected Buildings are identified or where the detailed design identifies the need for structural noise mitigation measures different from those identified in the previous condition, the Requiring Authority must submit a Traffic Noise Mitigation Plan ("TNMP") for certification by the Team Leader, Southern Monitoring. The TNMP is to:

- a. Include an assessment of how the revised proposed structural noise mitigation results in no Affected Buildings; or
- b. If the revised proposed structural mitigation would still result in an Affected Building(s), include an assessment in accordance with NZS 6806:2010 that demonstrates the design is consistent with adopting the best practicable option.

66. If, following implementation of all the structural noise mitigation, Affected Buildings remain the Requiring Authority must offer building-modification mitigation to the owners and occupiers of all such Affected Buildings in accordance with NZS 6806:2010. If the offer is accepted within two months of it being given, the Requiring Authority must implement the mitigation, and the cost associated with the mitigation will be met by the Requiring Authority.

67. To the extent practicable the Requiring Authority must manage and maintain the structural noise mitigation so that those mitigation works retain their noise reduction performance for at least 10 years after the final stage of the project becomes operational.

68. Within two years of the project being operational the Requiring Authority must undertake ambient noise monitoring along the length of the designated route at a minimum of six sites. The purpose of these measurements is to confirm whether there are any additional Affected Buildings as a result of implementation of the project. If any additional Affected Buildings are identified, then those Affected Buildings must be subject to the building modification mitigation required by these conditions.

### **Operational monitoring**

69. As part of detailed design, the Requiring Authority must consider measures (such as minor design layout changes and directional signage) to improve the ease of use and readability of alternative vehicle routes for the prohibited turns at the new intersection replacing the Panmure roundabout, in particular for non-local users, and to confirm its suitability for appropriate heavy commercial vehicles ("HCVs") that might reasonably need to service local properties. The identified measures must be implemented by the Requiring Authority, prior to opening of the project to the public.

70. The Requiring Authority must undertake a baseline monitoring survey of at least a week in duration prior to construction works commencing, including AADT, intersection performance and delays, and HCV flows. The Requiring Authority must undertake six monthly monitoring of vehicle flows on Church Crescent for a period of two years after completion of the project. Copies of the report and underlying survey data are to be provided to the Council's Team Leader, Southern Monitoring, within two weeks of the surveys being completed. In addition, the Requiring Authority must investigate:

- a. The safety and performance of the intersection of Church Crescent, Queens Road and Tripoli Road, including the nearest pedestrian crossings on all six approach arms of that intersection, and to report to the Council's Team Leader, Southern Monitoring whether changes to the road network or its management are warranted to improve safety or to align traffic patterns with the regional road hierarchy better. In the event that this monitoring indicates that a significant reduction in performance (>20% increase in average delay) is occurring at these locations, changes to the road network or its management will be implemented by the Requiring Authority to improve safety and/or better align traffic patterns with the regional road hierarchy;
- b. The desirability and feasibility (including impacts on the network and the Panmure Town Centre) of providing a right turn option from Queens Road into Basin View Lane to allow added flexibility for vehicle traffic coming from Jellicoe Road which has to turn left into Queens Road; and

c. Whether HCV flows on Church Crescent and Tripoli Road have increased significantly in comparison with the baseline surveys undertaken prior to commencement of the project preparation and construction activities. In the event that this monitoring indicates a significant (>20%) increase in HCV flows is occurring on these roads, changes to the road network or its management are to be investigated to better align traffic patterns with the regional road hierarchy.

71. During detailed design the Requiring Authority must assess the ability to provide further u-turn possibilities (whether in the median zone or as part of traffic signals) in the project area east of the Panmure Bridge, and is to report to the Council on the outcome of that assessment and any subsequential changes to the design in respect of the u-turn at the time that the UDLP is submitted to Council for certification.

72. The Requiring Authority must undertake monitoring of parking in the residential area around the Williams Avenue bus station every six months for two years after completion of the project, to investigate if this area is being used as an informal park and ride. The Requiring Authority is to report to the Council on the outcome of that investigation and any subsequential changes to the design in respect of the kerbside parking areas around Williams Avenue. If this is confirmed and it is affecting safety and/or the availability of residential parking, the Requiring Authority is to investigate whether parking controls are required, and must implement appropriate controls if required by the Council.

73. The Requiring Authority must monitor the traffic flows on Mountain Road, between the Ellerslie-Panmure Highway and Forge Way, before commencement of construction, and quarterly for one year after construction of the project. If there is a significant (>20%) increase in traffic flow within one year after completion of the project, the Requiring Authority must engage with the residents of Mountain Road West no later than one month following the completion of the one year monitoring surveys regarding an appropriate course of action to address any resultant issues, and then shall implement appropriate controls as soon as practicable.

**Advice note:**

Prior to construction, the Requiring Authority will engage with the New Zealand Heavy Haulage Association and the National Road Carriers (Inc) to discourage Association members from using Queens Road and other Panmure town centre routes for transporting dangerous goods during and following construction of the project.

74. The Requiring Authority must investigate whether cars parked on Millen Ave close to the Pakuranga Road intersection cause any safety and/or capacity issues and, if so, install an appropriate length of no stopping restrictions as part of the Stage 2A project.

75. The gradient and access to the Panmure Squash Club site is to be designed to enable 8m rigid trucks to manoeuvre (as a minimum). During emergency situations, emergency vehicles are to be permitted to park on the busway.

76. The 'Keep Clear' road markings on Pakuranga Road (shown on Pakuranga Road plan 3311120-CE-4006) are to be provided for the benefit of the residential properties on the slip road by the Panmure bridge. This clearway must be of a sufficient length and width to enable trucks that service the boat yard accessed by the slip road to enter and to exit onto Pakuranga Road safely.

**Advice note:**

1. The Requiring Authority is advised that archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply to archaeological sites whether previously recorded or discovered during the works.

2. Auckland Transport will work with the Auckland Council and Ngāti Paoa to explore opportunities for the co-management of land, facilitating on-going access to traditional resources and activities, and physical connections between Ngāti Paoa and land, to address effects on the Mokoia Pā headland.

3. In respect of contaminated land, all works are to be carried out in accordance with the final Site Management Plan to be prepared for the AMETI Stage 2A project under an associated resource

consent, and in accordance with any material changes made to the SMP through an outline plan or management plan review process.

### **Schedule 1 – Additional Tree Protection Measures (adopted from the Arboricultural Assessment lodged with the Notice of Requirement)**

#### **Schedule 1A - Tree Protection Measures for Notable trees at Domain Reserve and 1 Kerswill Place**

Note: Tree numbers listed below refer to Appendix 1 – Schedule of Affected Trees attached to the Arboricultural Assessment notified with the Notice of Requirement.

- 1) Tree removals in the vicinity of any scheduled/notable tree should be undertaken by a qualified arborist with the skills required to avoid accidental damage occurring to the adjacent retained trees.
- 2) A protective barricade should be erected to enclose as much of the dripline area as practicably possible of all notable/scheduled Trees – tree numbers 21, 23-30, 34-36, 46-48, 50-54, 135 and 166-167.
- 3) The project arborist should be present to supervise the following particular activities: any excavation activity in the vicinity of scheduled Trees 21, 23-30, 34-36, 46-48, 50-54, 135 – most particularly the formation of new accessway surfacing and retaining wall construction in the root zones of Trees 21, 23-30, and 34-36; the traversal of an excavation machine through Domain Reserve for earthworks within the driplines of scheduled trees; the positioning and digging of post holes for the retaining wall at 54 Lagoon Drive; and any resurfacing of the driveway at 54 Lagoon Drive.
- 4) During the excavation and construction phases, and on completion of the project, the root zones of the scheduled Pohutukawa trees in the Domain Reserve should be irrigated and monitored by the worksite arborist. Mulching around the bases of Trees 21, 23-30, 34-36 and 135 (Swamp cypress) is also recommended for the duration of the works.
- 5) Any tree roots that may be encountered during the course of excavation work should be pruned back cleanly to the excavation face, using a sharp saw or secateurs past any point of fracture or damage. Any exposed root ends are to be protected from drying out by a covering of hessian or similar material that is to be kept damp until the excavated area is backfilled.
- 6) No storage of materials or equipment, or passage of vehicles or machinery, should take place on open ground within areas of ground enclosed by protective fences.
- 7) Any excavation for the retaining wall below the scheduled trees 21, 23-30 and 34-36 should be attended by the project arborist. Any roots that may be encountered within the required excavation depth should be severed cleanly by the arborist.
- 8) Prior to construction of the retaining wall at 54 Lagoon Drive, the location of major tree roots of Tree 54 should be determined. A hand dig should occur around the base of this tree to determine this. Post holes should be positioned as to minimise damage to major tree roots encountered. With respect to excavation of post holes for the retaining wall construction within the dripline of protected tree 54, the first 500mm should be excavated by hand to ascertain for the presence of roots prior to any use of an auger. Any root encountered that has a diameter greater than 35mm should be retained intact and the pile hole moved to avoid the root. Roots of smaller diameters can be severed cleanly. All works should be directly supervised by the worksite arborist.
- 9) Washings from the production of concrete should not be flushed on to open ground within the dripline of any retained tree on the route.

#### **Schedule 1B - Tree Protection Measures for Retained Trees**

Note: Tree numbers listed below refer to Appendix 1 – Schedule of Affected Trees attached to the Arboricultural Assessment notified with the Notice of Requirement.

- 10) All vehicle movements to access the work sites should be excluded from the permeable dripline and/or root zone areas of retained trees.
- 11) When working within the dripline of any retained tree all care should be taken when removing the existing hard surface to not disturb tree roots that may be beneath the surface. Hand held tools or appropriate machinery should be used (under direct arborist supervision) to remove the existing hard surface working backwards, situated on the existing hard seal at all times. At no time should the machine operate or traverse over the exposed unsealed root zone.
- 12) Once the hard seal surface is removed, all existing base course should be left in-situ. Augmenting with extra base course material where required should not disturb any potential roots that may have established in the substratum base.
- 13) Any fresh incursion into unsealed ground within the dripline of any retained tree should be carried out by hand (spade) with all care taken not to damage any roots.
- 14) Any roots of retained trees, measuring 35mm or greater in diameter, that are exposed during the course of development work, should be retained, carefully worked around and protected. All roots less than 35mm diameter exposed in the course of excavation works should be pruned back cleanly past any point of fracture or damage, using a sharp saw or secateurs. All retained and/or cut roots should be protected from drying out with a covering of hessian or similar material that is to be kept damp until the excavated area is backfilled.
- 15) In any instance where the above measure cannot be met, approval for the removal of tree roots measuring 35mm or greater in diameter located within the rootzone, as defined by the existing dripline of a particular tree, should be obtained from the works arborist prior to works commencing or continuing. The arborist may carry out the removal of such roots only when s/he is satisfied that the health and stability of the tree concerned will not be compromised.
- 16) The placement of any new services should in the first instance be positioned outside the driplines of the affected street trees and scheduled trees. Where site circumstances, such as the location of existing service connections, dictate works in closer proximity to the affected trees, the works should be as far away as practicable from the trees. Any new services should be installed by directional drilling or similar where practicable. No open trench excavation should occur within the dripline area of the trees. When works in close proximity to the dripline of any retained tree or protected tree is necessitated due to existing site conditions (e.g. location of existing services) "pot hole" excavations should be utilised for service location and new connections. These works should be supervised by a qualified arborist and should only be undertaken using hand held tools.
- 17) Where there is a need to decommission any existing services, excavation work in the dripline area of any retained tree should be supervised by a qualified arborist.
- 18) Any pile holes or excavations, associated with the construction works, with exposed root matter or severed root ends, should be lined with polythene sheeting or a similar material prior to the placement of any concrete, in order to prevent leaching of any liquid into the soil.
- 19) When backfilling excavated areas, a 50mm layer of sand or soil should surround all tree roots. The 50mm layer of sand or soil around the tree roots is to be compacted by hand tamping methods only.
- 20) All construction equipment should be manoeuvred in the work sites in a manner that avoids any damage to the crown structure of any retained tree located adjacent to the works area.

21) Where practicable, conflict between the existing canopies of retained trees/scheduled trees and the construction works on the route should be managed in the first instance by tying back or stopping the existing tree canopies.

22) The non-protected Kauri tree at 1 Kerswill Place that is proposed for retention within the proposed site office compound should be offered the same level of protection as all other retained trees in accordance with the tree protection measures outlined above. Particular regard should also be given to ensuring adherence to the measures outlined in the Earthworks and Soil Removal section of Appendix 7 of the arboricultural assessment notified with the Notice of Requirement.

23) If changes to the identified line of works are required within close proximity to any retained tree, the works arborist should update the site and monitoring log sheet and, where appropriate, include a digital photograph. Details will include, but not be limited to, changes to previously agreed works in relation to retained trees, alteration of tree protection methodologies and an assessment of effects of changes.

#### **Schedule 1C – Tree pruning measures**

24) The exact extent of any pruning should be discussed prior to commencement at a meeting held between the project arborist and the arboricultural contractor engaged to carry out the pruning.

### **Attachments**

No attachments.

## 1802 Road Widening - Ormiston Road

Designation Number	1802
Requiring Authority	Auckland Transport
Location	128 Ormiston Road, Flat Bush
Rollover Designation	Yes
Legacy Reference	Designation 250, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Road widening.

### Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 5 (five) years after the date on which it is included in the Unitary Plan unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

### Attachments

No attachments.



## 1804 Car Park - Brampton Court Car Park

Designation Number	1804
Requiring Authority	Auckland Transport
Location	143 Pakuranga Road, Pakuranga
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1805 Car Park and Service Lane - Parkhill Road

Designation Number	1805
Requiring Authority	Auckland Transport
Location	20 and 24 Uxbridge Road, Howick
Rollover Designation	Yes
Legacy Reference	Designation 265, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Car parking asset.

### Conditions

No conditions.

### Attachments

No attachments.

## 1806 Road Widening - Beachlands Road

Designation Number	1806
Requiring Authority	Auckland Transport
Location	109 and 129 Beachlands Road, 373, 460, 465, 469, 482, 492, 509, 529, 533, 600, 601-605, 639, 645-651, 650, 691, 702, 712, 722, 732, 746, 751, 758, 770, 781, 824, 830, 855, 865-867 and 897 Whitford-Maraetai Road and 49 and 110A Jack Lachlan Drive, Whitford (Stages 5, 6 and 7)
Rollover Designation	Yes
Legacy Reference	Designation 291, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	30 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

### General

1. The scope and extent of the works envisaged within the designations shall be generally in accordance with the requirement and the plans submitted with the Notice of Requirements, and subject to any modification required to comply with the conditions set out below.
2. The provisions of the Notices of Requirement shall be inserted into the Auckland Unitary Plan to reflect the nature and extent of the requirements.
3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works
4. At all times, reasonable access shall be maintained from the roading network to private properties not directly affected by the construction and operation works.
5. During and following the construction period, safety barriers and security fencing shall be provided to ensure neighbouring site safety and security fencing to a standard at least as currently provided on the property boundary.

### Outline Plans

6. Council shall not waive its requirement for an Outline Plan.
7. Prior to the commencement of the physical works, Auckland Transport as requiring authority shall prepare and submit to council as consent authority an Outline Plan of Works pursuant to section 176A of the Resource Management Act 1991.
8. The Outline Plan(s) required by condition 7 shall include:
  - a. A record of consultation regarding the design of access to and egress from the directly affected property owners along the corridor within each Notice of Requirement;

- b. The means by which stormwater shall be managed; and
- c. The manner in which any landscape mitigation planting is located and implemented.

### **Archaeological and Heritage Mitigation Conditions**

9. That in the event of koiwi (skeletal remains) or archaeological evidence being uncovered work shall immediately cease in the vicinity of the discovery and the Heritage New Zealand archaeologist shall be contacted so that the appropriate action can be taken before work may recommence there. The relevant iwi representatives will also be contacted.

10. Detailed protocols for the management of any archaeological and waahi tapu discoveries shall be specifically discussed with tangata whenua prior to construction and submitted to the Auckland Council for information.

11. The owners and occupiers of the properties affected by the designation and the relevant iwi representatives shall be notified of construction commencing and shall be kept informed of the project developments

12. Any recorded archaeological site shall be screened by a fence at least 1.0 metre in height. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

### **Property Access Mitigation Conditions**

13. Prior to the commencement of construction of the roading link and the widening of the existing roads, the Auckland Council is to be provided with plans showing details of how access is to be provided to properties directly affected by the road widening and construction of the link.

14. All traffic control measures shall conform to the current version, at the time of construction, of the New Zealand Transport Agency manual entitled "Code of Practice for Temporary Traffic Control".

15. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property."

16. All reinstatement within the road reserve is to be carried out in accordance with Auckland Transport's Code of Practice.

17. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times. In this regard:

- a. The required retaining walls and/or any temporary stabilising works required shall be constructed in a timely manner under engineering design and supervision; and
- b. A geotechnical certification is to be submitted to the Auckland Council to confirm the suitability of the completed works.

18. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

19. All earthworks on the site are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.



20. Any surplus excavated soil is to be taken to an approved fill site and disposed of in accordance with the relevant Unitary Plan requirements.

21. Exposed cut and fill batters/slopes and other bare land resulting from the works shall be revegetated as soon as practicable and in a progressive manner as works are finished over various areas of the project.

22. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics — Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

23. During construction, the generation of dust is to be managed in such a way it does not create a nuisance beyond the boundary of the works. A nuisance will be deemed to have occurred if:

- a. There is visible evidence of suspended solids/particulate matter in the air beyond the site boundary; and/or
- b. There is visible evidence of deposited particulate matter traceable from a dust source, settling on the ground, building or structure on an adjoining site or waterbody.

24. The hours of work shall be restricted to between 7.30am and 6.00pm, Monday to Saturday inclusive, with any variation subject to approval of the Council. Sunday and Public Holiday work is generally not permitted, any works on these days are also to be agreed by specific approval of the Auckland Council.

25. The final engineering design is to incorporate water quality measures to adequately treat the road runoff.

26. In accordance with Section 184(1)(c) of the Resource Management Act 1991, the designation will lapse 30 years from being operative in the Unitary Plan unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority determines, on an application made within three months before the expiry of that period, that substantial progress of effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period to give effect to the designation.

## **27. Management Plans and Outline Plans: General**

a. Prior to the commencement of the works, any relevant Management Plans required under conditions to this designation shall be submitted to the Auckland Council.

b. Any Management or Outline Plans may be submitted in stages to reflect any proposed staging of the physical works. Plans submitted in stages must clearly show integration with adjacent stages and interrelated activities.

c. If Council agrees on the content and terms of such Management Plans, that agreement shall be deemed to be a waiver in relation to that Plan or relevant part of the Plan pursuant to section 176A(2)(c) of the Resource Management Act of the requirement for an Outline Plan under section 176A.

d. If Council does not agree on the terms of such Plan or Plans, the relevant provisions of section 176A of the Resource Management Act shall apply in respect of any part not agreed.

e. The works shall be undertaken in general accordance with the approved Management Plan or

accepted Outline Plan of Works (as the case may be).

**28. Additional conditions to be imposed on Notice of Requirement 2 (Whitford Bypass)**

a. A mitigation plan shall be prepared in consultation with the Whitford Play Centre to address the relocation of the building and associated facilities. The mitigation plan shall include the location of the playcentre building, playground equipment, landscape planting, parking provision. The plan shall include indicative timeframes to enable landscape planting to be established ahead of the relocation of any buildings and shall also address overall timeframes ahead of the commencement of construction.

b. A Redevelopment plan shall be prepared for the Whitford War Memorial Reserve in consultation with the community and council's Parks Department to address the impact of the proposed road alignment on the reserve. The redevelopment plan shall address (but not be limited to) the following matters: Loss of facilities, relocation of the tennis courts, screen planting, relocation of the public play ground, protection of the War Memorial Gates, utilisation of the additional land purchased adjacent to the existing reserve, the mitigation plan prepared in accordance with condition a) above for the relocation of the Whitford Playcentre.

c. A mitigation plan shall be prepared in consultation with the Whitford Pony Club to this Notice of Requirement to address the potential impacts of the designation on the land owned by the Club including any noise mitigation, provision for direct access from the adjacent roundabout, mitigation landscape planting where appropriate and the potential use of excess fill to re-contour appropriate areas of the Pony Club land.

d. The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include the recommended noise mitigation measures detailed in the report entitled "Proposed Whitford Bypass — Assessment of Noise Effects" prepared by Hegley Acoustic Consultants and dated 24 February 2005.

**29. Additional conditions to be imposed on Notices of Requirement 3 and 4**

a. The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include design measures to ensure the roundabout at the intersection of Trig Road, Whitford Maraetai Road and Clifton Road is appropriately located and suitable for the access and egress of quarry and landfill vehicles.

b. The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include design measures to ensure that stormwater runoff from the completed road surface is managed to ensure that any existing stormwater and groundwater monitoring undertaken by the landfill operator is not compromised.

c. The Outline Plan of Works shall also address the protection of Landfill monitoring Site 6 adjacent to Henson Road and the protection of all other boreholes servicing the landfill site.

d. The Outline Plan of Works shall also address the protection and or replacement of the existing landfill screen planting. Should any of the existing screen planting be required to be removed or adversely affected by the works, it shall be replaced as soon as practicable. Replacement planting shall be undertaken in close consultation with the Landfill operator to ensure it is consistent with the ongoing planting programme undertaken by them. The planting shall be of a high quality and large specimen trees shall be used in order to replicate the size of the vegetation removed. The planting shall be maintained at no expense to the Landfill operator for not less than two years after planting, and any trees that die within that period shall be replaced, at no expense to the Landfill.

e. A record of consultation undertaken with the owners and operators of the Whitford Quarry and Landfill on issues outline within Clauses (a) to (d) above shall be submitted in conjunction with the relevant sections of the outline plan of works.

## **Attachments**

No attachments.

## 1807 New Road - Whitford Bypass

Designation Number	1807
Requiring Authority	Auckland Transport
Location	40, 51, 54, 58, 83, 133, 172, 173, 201, 227, 231, 230, 232, 238, 250, 257, 284, 330, 371, 374, 376 and 385 Whitford Park Road, 2, 21, 35, 91, 97, 101 and 401 Trig Road, 18, 24 and 30 Saleyard Road, 500 Brookby Road, 53 Polo Lane, 1 and 2 Turanga Road, 49 Clifton Road and 46, 53R, 104R, 109, 130, 150, 186, 299, 373 and 404 Whitford-Maraeitai Road (Stages 1, 2, 3 and 4)
Rollover Designation	Yes
Legacy Reference	Not yet included in the Auckland Council District Plan (Manukau Section) 2002
Lapse Date	30 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

New road.

## Conditions

### General

1. The scope and extent of the works envisaged within the designations shall be generally in accordance with the requirement and the plans submitted with the Notice of Requirements, and subject to any modification required to comply with the conditions set out below.
2. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works
3. At all times, reasonable access shall be maintained from the roading network to private properties not directly affected by the construction and operation works.
4. During and following the construction period, safety barriers and security fencing shall be provided to ensure neighbouring site safety and security fencing to a standard at least as currently provided on the property boundary.

### Outline Plans

5. Auckland Council shall not waive its requirement for an Outline Plan.
6. Prior to the commencement of the physical works, Auckland Transport as requiring authority shall prepare and submit to Auckland Council as consent authority an Outline Plan of Works pursuant to section 176A of the Resource Management Act 1991.
7. The Outline Plan(s) required by condition 7 shall include:
  - a. A record of consultation regarding the design of access to and egress from the directly affected property owners along the corridor within each Notice of Requirement;
  - b. The means by which stormwater shall be managed in accordance with Auckland Council publications TP 10 and TP 90; and
  - c. The manner in which any landscape mitigation planting is located and implemented.

### **Archaeological and Heritage Mitigation Conditions**

8. That in the event of koiwi (skeletal remains) or archaeological evidence being uncovered work shall immediately cease in the vicinity of the discovery and the Heritage New Zealand archaeologist shall be contacted so that the appropriate action can be taken before work may recommence there. The relevant iwi representatives will also be contacted.

9. Detailed protocols for the management of any archaeological and waahi tapu discoveries shall be specifically discussed with tangata whenua prior to construction and submitted to Auckland Council for information.

10. The owners and occupiers of the properties affected by the designation and the relevant iwi representatives shall be notified of construction commencing and shall be kept informed of the project developments

11. Any recorded archaeological site shall be screened by a fence at least 1.0 metre in height. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

### **Property Access Mitigation Conditions**

12. Prior to the commencement of construction of the roading link and the widening of the existing roads, the Auckland Council is to be provided with plans showing details of how access is to be provided to properties directly affected by the road widening and construction of the link.

13. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".

14. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property."

15. All reinstatement within the road reserve is to be carried out in accordance with Auckland Transport's Code of Practice.

16. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times. In this regard:

- a. The required retaining walls and/or any temporary stabilising works required shall be constructed in a timely manner under engineering design and supervision; and
- b. A geotechnical certification is to be submitted to the Auckland Council to confirm the suitability of the completed works.

17. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

18. All earthworks on the site are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

19. Any surplus excavated soil is to be taken to an approved fill site and disposed of in accordance with the relevant Unitary Plan requirements.

20. Exposed cut and fill batters/slopes and other bare land resulting from the works shall be revegetated as soon as practicable and in a progressive manner as works are finished over various areas of the project.

21. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

22. During construction, the generation of dust is to be managed in such a way it does not create a nuisance beyond the boundary of the works. A nuisance will be deemed to have occurred if:

- a. There is visible evidence of suspended solids/particulate matter in the air beyond the site boundary; and/or
- b. There is visible evidence of deposited particulate matter traceable from a dust source, settling on the ground, building or structure on an adjoining site or waterbody.

23. The hours of work shall be restricted to between 7.30am and 6.00pm, Monday to Saturday inclusive, with any variation subject to approval of the Council. Sunday and Public Holiday work is generally not permitted, any works on these days are also to be agreed by specific approval of the Manager Resource Consents.

24. The final engineering design is to incorporate water quality measures to adequately treat the road runoff.

25. In accordance with Section 184(1)(c) of the Resource Management Act 1991, the designation will lapse 30 years from being operative in the Unitary Plan unless:

- a. It is given effect to before the end of that period; or
- b. The territorial authority determines, on an application made within three months before the expiry of that period, that substantial progress of effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period to give effect to the designation.

## **26. Management Plans and Outline Plans: General**

a. Prior to the commencement of the works, any relevant Management Plans required under conditions to this designation shall be submitted to the Auckland Council.

b. Any Management or Outline Plans may be submitted in stages to reflect any proposed staging of the physical works. Plans submitted in stages must clearly show integration with adjacent stages and interrelated activities.

c. If Council agrees on the content and terms of such Management Plans, that agreement shall be deemed to be a waiver in relation to that Plan or relevant part of the Plan pursuant to section 176A(2)(c) of the Resource Management Act of the requirement for an Outline Plan under section 176A.

d. If Council does not agree on the terms of such Plan or Plans, the relevant provisions of section 176A of the Resource Management Act shall apply in respect of any part not agreed.

e. The works shall be undertaken in general accordance with the approved Management Plan or accepted Outline Plan of Works (as the case may be).

## **28. Additional conditions to be imposed on Notice of Requirement 2 (Whitford Bypass)**

- a. A mitigation plan shall be prepared in consultation with the Whitford Play Centre to address the relocation of the building and associated facilities. The mitigation plan shall include the location of the playcentre building, playground equipment, landscape planting, parking provision. The plan shall include indicative timeframes to enable landscape planting to be established ahead of the relocation of any buildings and shall also address overall timeframes ahead of the commencement of construction.
- b. A Redevelopment plan shall be prepared for the Whitford War Memorial Reserve in consultation with the community and the Council's Parks Department to address the impact of the proposed road alignment on the reserve. The redevelopment plan shall address (but not be limited to) the following matters: Loss of facilities, relocation of the tennis courts, screen planting, relocation of the public play ground, protection of the War Memorial Gates, utilisation of the additional land purchased adjacent to the existing reserve, the mitigation plan prepared in accordance with condition a) above for the relocation of the Whitford Playcentre.
- c. A mitigation plan shall be prepared in consultation with the Whitford Pony Club to this Notice of Requirement to address the potential impacts of the designation on the land owned by the Club including any noise mitigation, provision for direct access from the adjacent roundabout, mitigation landscape planting where appropriate and the potential use of excess fill to re-contour appropriate areas of the Pony Club land.
- d. The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include the recommended noise mitigation measures detailed in the report entitled "Proposed Whitford Bypass – Assessment of Noise Effects" prepared by Hegley Acoustic Consultants and dated 24 February 2005.

## **29. Additional conditions to be imposed on Notices of Requirement 3 and 4**

- a. The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include design measures to ensure the roundabout at the intersection of Trig Road, Whitford Maraetai Road and Clifton Road is appropriately located and suitable for the access and egress of quarry and landfill vehicles.
- b. The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include design measures to ensure that stormwater runoff from the completed road surface is managed to ensure that any existing stormwater and groundwater monitoring undertaken by the landfill operator is not compromised.
- c. The Outline Plan of Works shall also address the protection of Landfill monitoring Site 6 adjacent to Henson Road and the protection of all other boreholes servicing the landfill site.
- d. The Outline Plan of Works shall also address the protection and or replacement of the existing landfill screen planting. Should any of the existing screen planting be required to be removed or adversely affected by the works, it shall be replaced as soon as practicable. Replacement planting shall be undertaken in close consultation with the Landfill operator to ensure it is consistent with the ongoing planting programme undertaken by them. The planting shall be of a high quality and large specimen trees shall be used in order to replicate the size of the vegetation removed. The planting shall be maintained at no expense to the Landfill operator for not less than two years after planting, and any trees that die within that period shall be replaced, at no expense to the Landfill.
- e. A record of consultation undertaken with the owners and operators of the Whitford Quarry and

Landfill on issues outline within Clauses (a) to (d) above shall be submitted in conjunction with the relevant sections of the outline plan of works.

Advice Note: Any removal of screen planting required by these works shall be undertaken on the understanding that the Landfill/Quarry will not be considered to be in breach of its own designation and resource consent conditions.

### **Heritage New Zealand Condition**

30. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:

- a. An assessment of the effects of the historic heritage values of the place;
- b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

### **Advice Notes:**

1. It is noted that regional consents will be required to be obtained from the Auckland Council prior to the commencement of the works.

#### **2. Property Owner Rights**

Landowners directly affected by the designation are advised that the Public Works Act 1981 makes provision for the following (among other things):

- a. For those landowners whose property is required to be taken (either in whole or in part) for the purpose of the project works they will have a basic entitlement to compensation under Section 60 of the Public Works Act, irrespective of whether the land is acquired compulsorily or on a willing-buyer, willing-seller basis.
- b. Disturbance payments, compensation for loss on repayment of mortgage, and compensation for business loss may in some cases also be claimed under sections 66 to 68 of the Public Works Act.
- c. Compensation for injurious affection can be claimed under Section 63 of the Public Works Act.

3. The booklet titled "A Guide to Landowners Rights: When the Crown Wishes to Acquire Your Land for a Public Work" published by Land Information New Zealand provides useful information on the entitlements under the Public Works Act.

4. Any landowners/tenants potentially or actually affected by the designation are encouraged to seek their own legal advice in terms of their entitlement."

## **Attachments**

No attachments.



## 1808 Road Widening - Ormiston Road and Chapel Place

Designation Number	1808
Requiring Authority	Auckland Transport
Location	Ormiston Road and Chapel Road, Flat Bush
Rollover Designation	Yes
Legacy Reference	Designation 305, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	2020

## Purpose

Road widening.

## Conditions

1. The Council's administrative charges for receiving and determining of this Notice of Requirement or for any specified or additional matter in accordance with section 36 of the Act or any regulation under the Act, or as necessary to enable Council to recover its actual and reasonable costs in respect of this application, must be paid in full within 20 days of receipt of the invoice for this decision and this consent shall not be exercised prior to such payment.

2.

a. For the purpose of these conditions, "Works" has the same meaning as in the Notice of Requirement by Manukau City Council (Transportation Planning and Environmental Sustainability and Infrastructure) for a designation for road widening and stormwater management at 128 Ormiston Road, Flat Bush, dated May 2010.

b. That the works to give effect to the Designation, subject to final design and any modification required to comply with the conditions set out below, shall be generally in accordance with the plans and information submitted by Manukau City Council (Transportation Planning and Environmental Sustainability and Infrastructure) in support of this Notice of Requirement in the documents referenced Proposal 37431 by Council.

c. For the purpose of these conditions the "Council" shall mean the "Auckland Council".

3. The scope and extent of the works envisaged within the designation shall be in accordance with the Notice of Requirement and the plans submitted with the Notice of Requirement (identified as Council reference Proposal 37431) and subject to any modification required to comply with the conditions set out below.

4. The provisions of the Notice of Requirement shall be inserted into the Unitary Plan to reflect the nature and extent of the requirement, and the designation shall lapse on the expiry of 2020 unless:

a. It is given effect to before the end of that period; or

b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or

- c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
5. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.
  6. Prior to the commencement of the physical works, Auckland Transport as requiring authority shall prepare and submit to council as consent authority an Outline Plan of Works pursuant to s. 176A of the Resource Management Act (1991). The Outline Plan of Works will allow the Requiring Authority and the property owner, and council ( as consenting authority) to plan, design and construct each section of the works to minimise adverse effects and provide certainty on the works scheduled.
  7. At Outline Plan of Works stage, the Requiring Authority shall submit engineering plans for all the proposed works designed in accordance with the rules of the Unitary Plan and Auckland Council Engineering Quality Standards including in particular the following drawings:
    - a. Earthworks plans showing:
      - i. Cut and fill areas with depth of cut and fill;
      - ii. Existing and proposed contours; and
      - iii. Proposed silt control measures.
    - b. Roding plans showing:
      - i. Typical cross sections with road construction details, position of proposed services etc;
      - ii. Road long-sections;
      - iii. Road markings, kerb and channel layout, street lighting; and
      - iv. Stormwater control.
    - c. Riparian footpath plans showing:
      - i. Typical cross sections; and
      - ii. Footpath long-sections.
    - d. Services plans showing proposed services to be installed to provide continuity of services past the intersection of Chapel Road and Ormiston Road.
    - e. Design details and reports to support the plans provided.
  8. Cycleways shall be continuous along the northern side of Ormiston Road and the western side of Chapel Road.
  9. All catchpits shall be located clear of vehicle crossings, where practical.
  10. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property.
  11. Before any physical work is commenced the requiring authority and the contractor working in that area shall ensure that the owners of the affected property are notified in writing advising them of the development in general, its expected duration, the times at which it will be undertaken and the name of a responsible person with whom the owners and occupiers can liaise if the need arises. The

general public, businesses in the area and road users shall also be made aware of the intended construction and the times when they may also be affected by the works.

12. The Requiring Authority shall liaise with affected Public Utility Service Providers with respect to the relocation and upgrading of existing services within the area affected by the Notice of Requirement. Any public utility service cabinets or transformers shall be located clear of the normal road reserve.

13. At all times, reasonable access shall be maintained from the roading network to 128 Ormiston Road. This shall be a requirement clause in all contracts awarded for the works. If necessary temporary access or ramps shall be provided to achieve this.

14. All traffic control measures shall conform to the current version, at the time of construction, of the New Zealand Transport Agency manual entitled "Code of Practice for Temporary Traffic Control".

15. All reinstatement within the road reserve is to be carried out in accordance with the current version of Auckland Transport Code of Practice.

16. The road construction works proposed are to be undertaken in a manner which ensures that the land on the adjoining property remains stable at all times.

17. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

18. All earthworks on the designated land are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion / siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

19. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics – Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

20. The hours of work shall generally be between 7.30am and 6.00pm, Monday to Saturday inclusive. However it is recognised that there will be occasions when, for the sake of maintaining access to the property and minimising disruption to the property owner and to business operations in the area, that working outside those hours will be of benefit to those people and to progress of the construction. Such occasions shall be part of the consultation process with those affected and shall also be agreed by specific approval of the Auckland Council.

21. Any required bus stops affected by the proposed work shall be provided in accordance with the Auckland Transport Code of Practice. Bus stop locations shall be shown on the Outline Plan of Works.

22. The Requiring Authority shall submit a Landscape Mitigation Plan as part of the Outline Plan of Works. The Plan will provide for the identification of existing trees and vegetation affected by the proposed works which, where practicable, shall be retained. These trees will be protected during the construction programme. Where existing landscaping is impacted by the proposed road works a detailed plan shall be prepared along the route in consultation with the property owner(s). The Plan shall have regard to the quality and quantity of any existing landscaping and shall provide for:

- a. A schedule of species to be planted in mitigation, including botanical name, average plant size at time of planting and average mature height;
- b. The timing of planting which could, in consultation with the landowner, include opportunities for early planting;
- c. Replacement fencing and boundary planting, which should be appropriately determined after discussion with the landowner.

All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity.

## **Attachments**

No attachments.

## 1809 Road Widening - Allens Road and Smales Road

Designation Number	1809
Requiring Authority	Auckland Transport
Location	2, 5, 17, 22-38, 47-59, 56-60 and 67 Allens Road, 3-9 Smales Road, 1,2 Harris Road, 2 Ross Reid Place and 61 Sir William Avenue, East Tamaki
Rollover Designation	Yes
Legacy Reference	Designation 308, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	15 November 2026 unless given effect to prior

## Purpose

Road widening.

## Conditions

1. In accordance with section 184(2)(b) of the Resource Management Act 1991, this designation will lapse on 15 November 2026 unless:
  - a. It is given effect to before the end of that period; or
  - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
  - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

## Attachments

No attachments.

## 1810 Car Park - Hall Street

Designation Number	1810
Requiring Authority	Auckland Transport
Location	24 Hall Street, Pukekohe
Rollover Designation	Yes
Legacy Reference	Designation 102, Auckland Council District Plan (Franklin Section) 2000
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Car parking assets.

### Conditions

No conditions.

### Attachments

No attachments.

## 1811 Car Park - Moore Street

Designation Number	1811
Requiring Authority	Auckland Transport
Location	27 Moore Street and 16 Fencible Drive, Howick
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)



Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1812 Car Park - Tobin Street

Designation Number	1812
Requiring Authority	Auckland Transport
Location	4 Tobin Street, Pukekohe
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be

supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or

damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

**As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

**Access**

14. That at all times reasonable physical access be maintained to other properties.

**Attachments**

No attachments.



## 1813 Car Park - Wallace Road

Designation Number	1813
Requiring Authority	Auckland Transport
Location	21 Wallace Road, Papatoetoe
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1816 Car Park - Charles Street

Designation Number	1816
Requiring Authority	Auckland Transport
Location	27 Charles Street, Papatoetoe
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other



contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1817 Car Park - Davies Avenue

Designation Number	1817
Requiring Authority	Auckland Transport
Location	2 Davies Avenue, Manukau
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

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Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1819 Car Park - Moore Street

Designation Number	1819
Requiring Authority	Auckland Transport
Location	41 Moore Street (Fencible Drive), Howick
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities



within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building’s interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

**Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

**Conditions**

**Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

**Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration

		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower

of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1820 Car Park - Maich Road

Designation Number	1820
Requiring Authority	Auckland Transport
Location	1-13 Maich Road, Manurewa
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via



CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1821 Car Park - O'Shannessy Street

Designation Number	1821
Requiring Authority	Auckland Transport
Location	26-32 O'Shannessy Street, Papakura
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
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Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals,

tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

#### **Access**

14. That at all times reasonable physical access be maintained to other properties.

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- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1822 Car Park - Davies Avenue

Designation Number	1822
Requiring Authority	Auckland Transport
Location	8 Davies Avenue, Manukau
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower

of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

**As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

**Access**

14. That at all times reasonable physical access be maintained to other properties.

## Attachments

No attachments.

## 1823 Car Park - Coles Crescent

Designation Number	1823
Requiring Authority	Auckland Transport
Location	36 Coles Crescent, Papakura
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	N/A

### Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);

4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;
6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;
7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;
8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);
9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;
10. Earthworks to implement any of the above; and
11. Temporary traffic management necessary to implement any of the above.
12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time period	Duration of work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am - 10pm	80	70
Saturdays	8am - 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics - Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.



## 1824 Car Park - Eric Baker Place

Designation Number	1824
Requiring Authority	Auckland Transport
Location	15 Eric Baker Place, Paptoetoe
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	N/A

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
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		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
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Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1826 Car Park - Newbury Street

Designation Number	1826
Requiring Authority	Auckland Transport
Location	1R Newbury Street, Otara
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	N/A

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70

Saturdays	8am – 5pm	75	70
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During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All



temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in

accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1827 Car Park - Shirley Road

Designation Number	1827
Requiring Authority	Auckland Transport
Location	21 Shirley Road, Papatoetoe
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2.

Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's

standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

## **Attachments**

No attachments.

## 1828 Car Park - Wellington Street

Designation Number	1828
Requiring Authority	Auckland Transport
Location	9 Wellington Street (Picton Street), Howick
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,



bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

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		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

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Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1829 Car Park - Massey Avenue

Designation Number	1829
Requiring Authority	Auckland Transport
Location	7 Massey Avenue, Pukekohe
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2.

Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.

ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower

of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.



**As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

**Access**

14. That at all times reasonable physical access be maintained to other properties.

**Operational Noise****Attachments**

No attachments.

## 1830 Car Park - Wellington Street

Designation Number	1830
Requiring Authority	Auckland Transport
Location	4 Wellington Street, Howick
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1831 Car Park - Mangere Town Centre

Designation Number	1831
Requiring Authority	Auckland Transport
Location	1-49 Waddon Place and 121 Bader Drive, Mangere
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)



Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the New Zealand Historic Places Trust and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the New Zealand Historical Trust is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

### **Access**

14. That at all times reasonable physical access be maintained to other properties.

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

### **Attachments**

No attachments.

## 1832 Car Park - Constable Road

Designation Number	1832
Requiring Authority	Auckland Transport
Location	Constable Road (corner King Street), Waiuku
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

### Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
  - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
  - b. Communications, water supply and energy supply infrastructure;
  - c. Stormwater drainage and other surface water management infrastructure;
  - d. Earthworks;
  - e. Pruning and removal of all non-scheduled vegetation within the site; and
  - f. Temporary traffic management necessary to implement works.
  
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
  - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
  - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
  - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
  - d. Bicycle stands, racks, cages and other forms of bicycle storage;
  - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
  - f. Customer service booths;
  - g. Barrier arms;
  - h. Parking sensors;
  - i. Signage relating to parking information, management and enforcement;
  - j. Lighting;
  - k. CCTV cameras; and
  - l. Toilet facilities.
  
3. Any changes to the mix of the function of the parking (short / long term);
  
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

#### **Works requiring an Outline Plan of Works**

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

## **Conditions**

#### **Construction Hours**

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:

Weekdays 7am - 10pm;

Saturdays 8am - 5pm;

Sundays & Public Holidays No work

#### **Construction Noise Limits and Mitigation**

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

### Construction Vibrations

3. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

### Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

### Tree Protection Measures

5. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other

contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

### **Complaints Management**

6. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

### **Complaints Received: Construction Noise or Vibration**

7. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

### **Prior notice of construction activities**

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

### **Network Utilities**

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

### **Archaeological and Heritage**

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

### **Damage to Adjacent Properties**

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

### **As-Built Plans**

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via

CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

**Access**

14. That at all times reasonable physical access be maintained to other properties.

**Attachments**

No attachments.



## 1833 Road Widening - Murphy's Road and Flat Bush School Road

Designation Number	1833
Requiring Authority	Auckland Transport
Location	Flat Bush School Road and Murphys Road, Flat Bush
Rollover Designation	Yes
Legacy Reference	No number, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

### Purpose

Road widening.

### Conditions

1. The Council's administrative charges for receiving and determining of this Notice of Requirement or for any specified or additional matter in accordance with section 36 of the Act or any regulation under the Act, or as necessary to enable Council to recover its actual and reasonable costs in respect of this application, must be paid in full within 20 days of receipt of the invoice for this decision and this decision shall not be exercised prior to such payment.

2.

a. For the purpose of these conditions, "Works" has the same meaning as in the Notices of Requirement by Auckland Council (Transportation Planning) for a designation to upgrade Murphys Road and Flat Bush School Roads (MCC 1) and for - a designation to upgrade Murphys Road, Flat Bush (MCC2), dated March 2010.

b. That the works to give effect to the Designation, subject to final design and any modification required to comply with the conditions set out below, shall be generally in accordance with the plans and information submitted by Auckland Council (Transportation Planning) in support of these Notices of Requirement in the documents referenced Proposal 37139 (sheets 1-2) by Council.

c. For the purpose of these conditions the "Council" shall mean the "Auckland Council".

3. The scope and extent of the works envisaged within the designations shall be in accordance with the Notices of Requirement and the plans submitted with the Notice of Requirements (identified as Council reference Notices of Requirement MCC1 and MCC2) and subject to any modification required to comply with the conditions set out below.

4. The provisions of the Notices of Requirement shall be inserted into the Auckland Council Operative District Plan to reflect the nature and extent of the requirements.

5. The proposed works shall be undertaken in accordance with Auckland Council Engineering Quality Standards.

6. The stormwater reticulation provided as part of the proposed works -shall comply with the following requirements:

- a. The reticulation shall be designed for the 20% AEP storm flow.
  - b. The outlets from the reticulation shall in a suitable position to be included in the future piped reticulation of the downstream property.
7. The proposed temporary stormwater outlets shall be replaced with a permanent outlet by the Requiring Authority when the downstream land is developed and a suitable inlet to the piped reticulation within that land is provided.
8. The earthwork construction shall be undertaken in accordance with:
- a. The erosion and sediment control plan as detailed in the plans provided as part of the Requirement.
  - b. Auckland Regional Council Technical Publication 90 - TP90 Erosion and Sediment Control.
9. The works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion/siltation', which in the opinion of the Team Leader - Resource Compliance, is objectionable, offensive or has the potential to create an adverse effect on the receiving environment.
10. The proposed sediment control measures shall be put in place before any other earthworks are undertaken on the site.
11. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.
12. Adequate access shall be maintained to each affected property in consultation with the occupier of the property, with a temporary access provided as necessary to allow the occupant convenient access.
13. Prior to development commencing, the Requiring Authority shall ensure that the owners and occupiers of all adjoining properties are notified in writing of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom they can liaise if the need arises.
14. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.
15. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".
16. All necessary and practicable steps are to be taken to avoid damage to other utility services, the reading network, or private property.
17. All reinstatement within the road reserve is to be carried out in accordance with the current version of Council's "Code of Practice for Working in the Road".
18. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times.
19. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or

where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

20. All earthworks on the designated land are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

21. The hours of work shall generally be between 7.30am and 6.00pm, Monday to Saturday inclusive. However it is recognised that there will be occasions when, for the sake of maintaining access to properties and minimising disruption to traffic and property owners in the area, that working outside those hours will be of benefit to those people and to progress of the construction. Such occasions shall be part of the consultation process with those affected and shall also be agreed by specific approval of the Team Leader- Resource Compliance.

22. A protective fence of Day-Glo mesh attached to closely spaced Waratah standards should be erected at the driplines of the protected trees to be retained. The fences shall remain in place for the duration of all works in the vicinity of the particular tree/s. The area of ground enclosed by the protective fence shall be treated as a total exclusion zone. No storage of materials or equipment, or passage of vehicles or machinery, shall occur in that area.

23. An arborist shall be present when the excavations are being undertaken within the root zone of any of the protected trees identified for retention within the project area. Any roots encountered shall be cleanly severed under observation of the arborist in order to prevent unnecessary tearing.

24. Any contouring carried out in the vicinity of any retained tree should avoid the severance of roots of significant size or function. Any roots that may be encountered during the definition of the edge of the new road, where within the root zone of any protected tree, shall be severed cleanly at the excavation face under observation of the arborist required in Condition 23. This section of the edge of the road shall be defined by hand (spade) to the depth required prior to any scrape by machine.

## Attachments

No attachments.

## 1834 Road Widening - Flat Bush School Road

Designation Number	1834
Requiring Authority	Auckland Transport
Location	21 and 39 Flat Bush School Road and 66 Thomas Road, Flat Bush
Rollover Designation	Yes
Legacy Reference	Designation 310, Auckland Council District Plan (Manukau Section) 2002
Lapse Date	10 years from being operative in the Unitary Plan unless given effect to prior

## Purpose

Road widening.

## Conditions

1. In accordance with Section 184 (1) of the RMA the designation will lapse 10 years from being operative in the Unitary Plan unless given effect to prior.
2. The proposed works shall be undertaken in general accordance with the Requirement Plans referenced as 60370-STG2&3 –SU-81 and 82 Rev 1.
3. The proposed works shall be undertaken in accordance with the relevant Engineering Quality Standards.
4. The works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion / siltation'.
5. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.
6. Adequate access shall be maintained to each affected property in consultation with the occupier of the property, with a temporary access provided as necessary to allow the occupant convenient access.
7. Prior to development commencing, the Requiring Authority shall ensure that the owners and occupiers of all adjoining properties are notified in writing of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom they can liaise if the need arises.
8. All traffic control measures shall conform to the current version, at the time of construction, of the New Zealand Transport Agency manual entitled "Code of Practice for Temporary Traffic Control".
9. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property.
10. All reinstatement within the road reserve is to be carried out in accordance with the

current version of Council's "Code of Practice for Working in the Road".

11. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times.

12. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

13. The hours of work shall be restricted to between 7.30am and 6.00pm, Monday to Saturday inclusive, with any variation subject to approval of the Council.

14. That the maximum batters and minimum berm cross falls be in accordance with the submitted typical cross sections depicted on drawing no 60370-S2P2-RD-211 dated 15 February 2011 and prepared by Woods.

#### **Advice Notes**

1. That advice has been provided that the proposed road boundary and the non-standard berm widths are those which are ultimately required and no further general widening will be required at the time of subdivision or development of the adjoining land.

2. It is noted that the designation does not provide for the southern leg of the Flat Bush School Road and Brookview Drive intersection, which is intended, will be provided in conjunction with future development and subdivision.

3. Although the designated area does not contain any known archaeological sites, it is possible that unrecorded sites may exist. Under the Heritage NZ Pouhere Taonga Act 2014, it is unlawful for any person to destroy, damage or modify an archaeological site unless the relevant consents have been obtained from the Heritage New Zealand. In the event of archaeological features being uncovered (e.g. shell midden, hangi or oven stones, pit depressions, defensive ditches, artefact material or human bones) work is to cease in the vicinity of the discovery and the Heritage New Zealand and appropriate iwi authorities shall be contacted so that the appropriate action can be taken. This includes such persons being given reasonable time to record and recover archaeological features discovered before work may recommence.

## **Attachments**

### **Designation Plans for Flat Bush School Road Road Widening**



## 1835 Upgrade to the intersection of East Tamaki, Ormiston and Preston Roads in Otara

Designation Number	1835
Requiring Authority	Auckland Transport
Location	267Z, 279, 279A, 279B, 279C, 279D, 279E, 279F, 279G, 279H, 279I, 283, 285 and 287 East Tamaki Road, 2, 4, 6, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6 and 8 Ormiston road and 208, 208A and 243 Preston Road
Rollover Designation	No
Legacy Reference	Designation 317, Legacy Plan - Auckland Council District Plan (Manukau Section)
Lapse Date	May 2026

## Purpose

Upgrade intersection at East Tamaki, Ormiston and Preston Roads in Otara

## Conditions

### SCHEDULE 5A 67: Designation 317 - Upgrade to the intersection of East Tamaki, Ormiston and Preston Roads in Otara

#### General Conditions

1. The Council's administrative charges for receiving and determining of this Notice of Requirement or for any specified or additional matter in accordance with section 36 of the Act or any regulation under the Act, or as necessary to enable Council to recover its actual and reasonable costs in respect of this application, must be paid in full within 20 days of receipt of the invoice for this decision and this consent shall not be exercised prior to such payment

2. (a) For the purpose of these conditions, "Works" has the same meaning as in the original Notice of Requirement by Manukau City Council (Transportation Planning) for a designation for the upgrading of the intersection of East Tamaki Road, Ormiston Road and Preston Road, Otara, dated May 2010.

(b) That the works to give effect to the Designation, subject to final design and any modification required to comply with the conditions set out below, shall be generally in accordance with the plans and information submitted by Manukau City Council (Transportation Planning) in support of this Notice of Requirement in the documents referenced Proposal 37455 by Manukau City Council, with the exception that Drawing 902/ RO replaces Drawing 900/RO.

(c) For the purpose of these conditions the "Council" shall mean Manukau City Council or its successor, the "Auckland Council".

3. The scope and extent of the works envisaged within the designation shall be in accordance with the Notice of Requirement and the plans submitted with the Notice of Requirement (identified as Council reference Proposal 37455) and subject to any modification required to comply with the conditions set out below.

4. The provisions of the Notice of Requirement shall be inserted into the Manukau City Operative District Plan to reflect the nature and extent of the requirement.

5. In accordance with Section 184A of the Resource Management Act 1991 this designation shall lapse ten (10) years after the date on which it is included in the Auckland Council Operative District Plan unless it is given effect to before the end of that period or within three months before the expiry of that period, the territorial authority resolves that it has made, and is continuing to make, substantial progress or efforts towards giving effect to the designation.

6. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

7. Prior to the commencement of the physical works, Auckland Transport as Requiring Authority shall prepare and submit to Auckland Council as consent authority an Outline Plan of Works pursuant to Section 176A of the Resource Management Act 1991.

8. At Outline Plan of Works stage, the Requiring Authority shall submit engineering and landscaping plans for all the proposed works designed in accordance with the rules of the Manukau Operative District Plan 2002 and Manukau City Council Engineering Quality Standards (unless these two documents have been specifically superseded by Auckland Council documents) including in particular the following drawings:

(a) Earthworks plans showing:

(i) Cut and fill areas with depth of cut and fill

(ii) Existing and proposed contours

(iii) Proposed silt control measures

(b) Roding plans showing:

(i) Typical cross sections, road construction details, position of proposed services etc

(ii) Road long-sections

(iii) Road markings, kerb and channel layout, street lighting

(iv) Stormwater system and control

(c) Comprehensive landscaping plans for the entire designated area showing berms, flower and shrub bed, tree planting etc

(d) Services plans showing proposed services to be installed to provide continuity of services beyond the intersection of East Tamaki Road, Ormiston Road and Preston Road

(e) Design details and reports to support the plans provided.

9. Cycleways shall be continuous through the intersection of East Tamaki Road, Ormiston Road and Preston Road.

10. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network or private property.



11. Any existing pipelines that are to be made redundant as a result of the works shall be sealed off at each end, and any manholes they were connected to shall be made good.
12. All catchpits shall be located clear of vehicle crossings, where practical.
13. All road stormwater drainage systems shall be designed in accordance with Manukau City Council's Engineering Quality Standards (or the equivalent Auckland Council Standard )
14. Before any physical work is commenced the requiring authority and the contractor working in that area shall ensure that the owners and occupiers of the affected property are notified in writing advising them of the development in general, its expected duration, the times at which it will be undertaken and the name of a responsible person with whom the owners and occupiers can liaise if the need arises.
15. The Requiring Authority shall liaise with affected public utility service providers with respect to the relocation and upgrading of existing services within the area affected by the Notice of Requirement. Any public utility service cabinets or transformers shall be located adjacent to the property boundary, where practical.
16. At all times, reasonable access shall be maintained from the roading network to private properties. This shall be a requirement clause in all contracts awarded for the works. If necessary temporary access or ramps shall be provided to achieve this. Manukau Operative District Plan 2002 Chapter 5 — General Procedures and Rules Schedule 5A Conditions Page 430
17. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".
18. All reinstatement within the road reserve is to be carried out in accordance with the current version of Council's "Code of Practice for Working in the Road".
19. The road construction works proposed are to be undertaken in a manner which ensures that the land on the adjoining property remains stable at all times.
20. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.
21. All earthworks on the designated land are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion I siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.
22. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803: 1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.
23. All works shall comply with the German Standard DIN 4150-3 (1999-02) - Structural Vibration - Effects of Vibration on Structures during construction.
24. The hours of work shall generally be between 7.30am and 6.00pm, Monday to Saturday inclusive. However it is recognised that there will be occasions when, for the sake of maintaining access to

properties and minimising disruption to business operations in the area, that working outside of those hours will be of benefit to the businesses and to the progress of construction. Such occasions shall be part of the consultation process with the businesses affected and also to be agreed by specific approval of the Team Leader - Resource Compliance.

25. The existing indented on-road parking outside Nos 273,275,277 East Tamaki Road shall be extended as detailed on Drawing 902/RO to provide for an additional parking space adjacent to No 279. The existing loading space shall be removed. Parking restrictions will be amended to provide for 15 minute parking limit. Signage shall be provided by the Requiring Authority (RA) for this short-term parking on East Tamaki Road and also signage shall be provided to inform the public of availability for longer stay parking at the rear of the shops.

26. A Stormwater contribution shall be paid to Auckland Council.

This contribution shall be made up of:

\$12,280.00 plus GST per hectare for the additional impervious area within the Notice of Requirement area (S20 - Rongomai Road Stormwater Flood Management).

\$640.00 plus GST per hectare for the additional impervious area within the Notice of Requirement area (S45- Comprehensive Discharge Levy).

27. Any required bus stops affected by the proposed work shall be provided in accordance with the Auckland Council Bus Stop, Bus Shelter Policy and Guidelines. Bus stop locations shall be shown on the Outline Plan of Works and constructed to comply with Auckland Council Engineering Quality Standards drawing R27.

28. (a) As required by, and in addition to, Condition 8(c) the Requiring Authority shall submit a Landscape Mitigation Plan for the entire designated area as part of the Outline Plan of Works. The Plan will provide for the identification of existing trees and vegetation affected by the proposed works which, where practicable, are to be retained. These trees will be protected during the construction programme.

(b) Where existing landscaping is impacted by the proposed road works a detailed plan shall be prepared along the route. The Plan shall have regard to the quality and quantity of any existing landscaping and shall provide for:

(i) A schedule of species to be planted, including botanical name, average plant size at time of planting and average mature height;

(ii) The timing of planting which could, in consultation with landowners, include opportunities for early planting;

(iii) Replacement fencing and boundary planting, which should be appropriately determined after discussion with the landowners.

(c) All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity.

## Attachments

No attachments

## 1836 Mill Road-Redoubt Road Corridor Project

Designation Number	1836
Requiring Authority	Auckland Transport
Location	Parts of Redoubt Road, Mill Road and Murphy's Road
Rollover Designation	Yes
Legacy Reference	Designation 321, Auckland Council District Plan (Manukau Section) 2002; Designation 50, Auckland Council District Plan (Papakura Section) 1999
Lapse Date	Various. See conditions for details

## Purpose

The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.

## Conditions

### DEFINITIONS

DESIGNATIONS 1, 2 AND 3

#### **Consult Consulting Consultation**

The process of providing information about the construction works, and receiving for consideration, information from stakeholders directly affected and affected in proximity parties, regarding those effects and proposals for the management and mitigation of them.

DESIGNATIONS 1, 2 AND 3

#### **Fully operational traffic lane**

May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.

DESIGNATIONS 1, 2 AND 3

#### **Two way access**

Access into and out from a site or a road. This access may include restrictions (e.g. left in, left out) where these are specified within the relevant conditions.

DESIGNATIONS 1, 2 AND 3

#### **Best practicable option**

Has the meaning under the Resource Management Act 1991; as follows:

**Best practicable option**, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to—

- (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and
- (b) the financial implications, and the effects on the environment, of that option when compared with other options; and
- (c) the current state of technical knowledge and the likelihood that the option can be successfully applied.

#### DESIGNATIONS 1, 2 AND 3

##### **Highly Sensitive Air Pollution Land Use**

This includes a location where people and surroundings may be particularly sensitive to the effects of air pollution. These include residential houses, hospitals, schools, early childhood centres, childcare facilities, rest homes, residential properties, premises primarily used as temporary accommodation (such as hotels, motels and camping grounds), open space used for recreation, the conservation estate, marae and other similar cultural facilities.

#### DESIGNATION 1, 2 AND 3

##### **Historic Heritage**

This includes heritage buildings, sites and places identified in the New Zealand Heritage List, the Auckland Council Cultural Heritage Inventory, the NZAA Site Record File, or in the Auckland Council District Plan (Manukau or Papakura Sections), or in the Proposed Auckland Unitary Plan (for heritage rules currently with legal effect) or as specifically identified in conditions.

#### DESIGNATION 1, 2 AND 3

##### **Mana Whenua**

Mana whenua for the purpose of this designation are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Redoubt Road - Mill Road Corridor Project:

- Te Akitai Waiohua
- Ngāti Tamaoho
- Ngai Tai ki Tamaki
- Ngāti Te Ata
- Ngāti Paoa

#### DESIGNATION 1, 2 AND 3

##### **Material change**

Material change will include amendment to any base information informing the CEMP(s) or other Plans (including Delivery Work Plans and other Management Plans) or any process, procedure or method of the CEMP(s) or other Plan which has the potential to materially increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

#### DESIGNATION 1, 2 AND 3

### **Delivery Work Plans**

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

- a) Transport, Access and Parking;
- b) Construction noise and vibration;
- c) Historic Heritage;
- d) Urban Design and Landscape
- e) Ecological management and restoration;
- f) Social Impact and Business Disruption;
- g) Air quality;
- h) Contamination.

### **ABBREVIATIONS**

CEMP	Construction Environmental Management Plan
DWP	Delivery Work Plan
NoR	Notice of Requirement
SEP	Stakeholder Engagement Plan
SIMP	Social Impact Management Plan

### **General Conditions**

#### DESIGNATIONS 1, 2 AND 3

##### Condition number 1

Except as modified by the conditions below and subject to final detailed design, the Redoubt Road - Mill Road Corridor Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 24 October 2014 and supporting documents being:

- a) Assessment of Environmental Effects report (contained in Volume 2 of the Notice of Requirement suite of documents, dated October 2014);
- b) Supporting environmental assessment reports (contained in Volume 2 of the Notice of Requirement suite of documents);
- c) The Preliminary Design Report (contained in Volume 2 of the Notice of Requirement suite of documents, dated September 2014);
- d) Plan sets:
  - i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated October 2014);
  - ii) Plans contained in Volume 3 of the Notice of Requirement suite of documents, dated October 2014);
  - iii) Plan 60317081-SKE-30-0000-C-0065 Rev A which details retaining walls on Murphys Road in proximity to the Thomas Road intersection.

- iv) Plan 60317081-SHT-30-0000-CD-0514 Rev F dated 15 August 2016 which details the area of land required for Wetland 7 at 125 Murphys Road.
- v) Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016 showing the bridge design for 146 Mill Road and including a steel bridge of 40 metre span. The north-eastern abutment and piles and south-western abutment and piles shall not be closer to the bottom of the gully than depicted on Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016. The underside of the bridge shall be painted in as light a colour as is reasonably practicable to encourage light conditions for understorey vegetation.
- vi) Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016 which details access arrangements in the vicinity of the intersection of Alfriston Road and Mill Road.

## DESIGNATION 1 AND 2

### Condition 2: Lapse Dates

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), designation NoRs 1 and 2 shall lapse if not given effect to within 10 years from the date on which they are confirmed.

## DESIGNATION 3

2.2 In accordance with section 184(1) of the RMA, designation NoR 3 shall lapse if not given effect to within 15 years from the date on which it is confirmed.

## DESIGNATION 1, 2 AND 3

### Condition 3

3.1 On an on-going basis as design progresses, and as soon as reasonably practicable but no later than 12 months from the date of the relevant section of the Redoubt Road - Mill Road Corridor Project becoming operational, the Requiring Authority shall:

- a) Identify any areas of the Redoubt Road - Mill Road Corridor designation that are no longer necessary for the on-going operation, on-going maintenance or for on-going mitigation measures; and
- b) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in a) above.

## DESIGNATION 1, 2 AND 3

### Condition 3A: Kauri dieback hygiene controls

3A.1 All equipment and footwear which is to be used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of a suitably experienced arborist ('Nominated Arborist') prior to arrival on site.

3A.2 All equipment and footwear used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist prior to removal from those locations.

3A.3 For the avoidance of doubt, in this condition "equipment" includes, but is not limited to, excavator buckets and tracks, shovels, picks, wheel barrows, drilling apparatus, augurs, and any other ground penetrating tools or equipment.

3A.4 Any soil material which is required to be removed from within 30 metres of a New Zealand Kauri, or any Elm material or soil from the root zone of any Elm tree, shall remain on site, or be transported to a landfill site (which is not a transfer station) and buried within the

ground as a controlled bury.

3A.5 Where any material for the purposes of condition 3A(d) is to be loaded onto the back of an open top vehicle, the material shall be covered with a tarpaulin (or similar cover) to prevent the soil from leaving the vehicle whilst it is in motion. The tarpaulin (or similar cover) must be buried with the soil material. After the material has been emptied from the vehicle, the areas of the vehicle which were exposed to the material shall be washed with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist.

## **Pre-Construction Conditions**

### DESIGNATIONS 1, 2 AND 3

#### Condition 4: Network Utility Operators

4.1 Under s 176(1)(b) of the Resource Management Act 1991 (RMA) no person may do anything in relation to the designated land that would prevent or hinder the Redoubt Road - Mill Road Corridor Project, without the prior written consent of the Requiring Authority.

4.2 In the period before construction begins on the Redoubt Road - Mill Road Corridor Project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the Redoubt Road - Mill Road Corridor Project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:

- a) Maintenance and urgent repair works of existing Network Utilities;
- b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
- c) Minor works such as new property service connections;
- d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Redoubt Road - Mill Road Corridor Project designation.

4.3 For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Corridor Project was served on Auckland Council (24 October 2014); or
- b) Undertaken in accordance with this condition or the section 176(1)(b) RMA process.

### DESIGNATIONS 1, 2, AND 3

#### Condition 4: Network Utility Operator Liaison

5.1 The Requiring Authority and its contractor shall:

- a) Work collaboratively with Network Utility Operators during the development of the further design for the Redoubt Road - Mill Road Corridor Project to provide for the ongoing operation and access to Network Utility operations;
- b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology, and duration being known; and
- c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP(s) (Condition 18) and DWPs in relation to management of adverse effects on Network Utility Operations.

### DESIGNATION 1, 2 AND 3



## Condition 6: Mana Whenua Consultation

6.1 Within three months of the confirmation of the designations the Requiring Authority shall provide a process for on-going consultation and input of mana whenua into the design and construction of the Redoubt Road - Mill Road Corridor Project.

6.2 The frequency of meetings shall be agreed between the Requiring Authority and mana whenua.

6.3 The role of mana whenua as part of the on-going consultation includes (but is not limited to) the following:

- a) Input into the preparation of the Urban Design and Landscape DWP, Ecological Management and Restoration DWP, Social Impact and Business Disruption DWP and Construction Environmental Management Plan (CEMP(s)) required by these conditions;
- b) Recommending a Māori name for the new road associated with the project;
- c) Input into the urban design and landscape design associated with the project, including to incorporate pou or artistic features where the project crosses waterways;
- d) Involvement of mana whenua in removal and or replanting of any native tree species, or any on-going maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
- e) Working collaboratively with the Requiring Authority around archaeological matters;
- f) Undertaking kaitiakitanga responsibilities associated with the Mill Road Corridor Project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery protocols and Accidental Discovery Protocols, and providing mātauranga Māori input in the relevant stages of the Project;
- g) Input into any matters requiring consultation with mana whenua under these NoR conditions; and
- h) Any other matters agreed between the Requiring Authority and mana whenua, for example, matters arising from the views, aspirations or recommendations set out in the MVAs and CVA.

6.4 Mana whenua may provide written reports to the Requiring Authority in relation to any of the matters in Condition 6.3. The Requiring Authority must consider these reports and identify how any suggestions have been incorporated in the Redoubt Road - Mill Road Corridor Project in respect of the matters in Condition 6.3.

6.5 Mana whenua may in addition to the foregoing, at their choice, participate in the Community Liaison Group, refer Condition 15.3.

## Construction Conditions

### DESIGNATIONS 1, 2 AND 3

#### Condition 7: Management Plan and Outline Plan Requirements

7.1 Prior to commencing any works pursuant to these designations the Requiring Authority shall submit an Outline Plan (or Outline Plans) to the Auckland Council for the construction of the Redoubt Road - Mill Road Corridor Project in accordance with section 176A of the RMA. The Outline Plan(s) shall include:

- a) The Stakeholder Engagement Plan(s) (SEP - Condition 15);
- b) The Construction Environmental Management Plan (CEMP(s));
- c) Delivery Work Plans (DWPs) (where relevant); and
- d) Any other information required by the conditions of this designation associated with the construction of the Redoubt Road - Mill Road Corridor Project.

7.2 Prior to submitting any Outline Plan to Auckland Council the Requiring Authority shall

engage suitably qualified independent specialists approved by the appropriate Auckland Council representative (or representatives) to form Independent Peer Review Panels relevant to the SEP, CEMP and the following DWPs:-

- a) Historic Heritage;
- b) Urban Design and Landscape;
- c) Social Impact and Business Disruption;
- d) Ecological and Arboricultural Management.

7.3 The purpose of the Independent Peer Review Panels is to undertake a peer review of the SEP, CEMP(s) and DWPs and to provide recommendations on whether changes are required to the SEP, CEMP(s) and DWPs in order to meet the objective and other requirements of these conditions, including the matters prescribed as being required in the conditions to be given regard to when preparing the SEP, CEMP(s) and DWPs. This shall include reference to all documentation referred to in Condition 1 and in addition the relevant Council Specialist Review reports submitted at the NoR hearing.

7.4 The SEP, CEMP(s) and DWPs must clearly document all comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in proximity parties, along with a clear explanation of where any comments have not been incorporated, and the reasons why not. This information must be included in the SEP, CEMP(s) and DWPs provided to both the Independent Peer Review Panels and Auckland Council as part of this condition.

7.5 The SEP, CEMP(s) and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the Independent Peer Review Panels have been incorporated, and, where they have not, the reasons why not.

7.6 In reviewing an Outline Plan(s) submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer reviews undertaken in accordance with this condition.

7.7 The Requiring Authority may choose to give effect to the designation conditions associated with the construction of the Redoubt Road - Mill Road Corridor Project:

- a) Either at the same time or in parts; and
- b) By submitting one or more:
  - i) Outline Plan of Works;
  - ii) Stakeholder Engagement Plans;
  - iii) CEMPs; and
  - iv) DWPs.

7.8 These plans should clearly show how the part given effect to integrates with adjacent Mill Road corridor construction works and interrelated activities.

7.9 All works shall be carried out in accordance with the Outline Plan(s), SEP, CEMP(s) and DWPs required by this Condition 7.

## DESIGNATIONS 1, 2 AND 3

### Condition 8: Availability of Plan(s)

8.1 For the duration of construction the following plans, and any material changes to these plans, shall be made available for public viewing on the Project web site:

- a) CEMP(s);
- b) DWPs; and

c) Stakeholder Engagement Plan.

8.2 A copy of these Plans will also be held and made available for viewing at each construction site.

### DESIGNATION 1, 2 AND 3

#### Condition 9: Monitoring of Construction Conditions

9.1 The Requiring Authority and its contractor team shall seek to establish and implement a collaborative working process with Auckland Council dealing with day to day construction processes, including monitoring compliance with the designation conditions and with the CEMP(s) and DWPs and any material changes to these plans associated with construction of the Redoubt Road - Mill Road Corridor Project.

- a) This collaborative working process shall operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council;
- b) Have a "key contact" person representing the Requiring Authority and a "key contact" person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s);
- c) The "key contacts" shall be identified in the CEMP(s) and shall meet at least monthly unless a different timeframe is agreed with the Auckland Council Consent Monitoring Officer(s). The purpose of the meeting is to report on compliance with the designation conditions and with the CEMP(s), DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.

9.3 The purpose and function of the collaborative working process is to:

- a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:
  - i) The works authorised under these designations are being carried out in compliance with the designation conditions, the CEMP and DWPs and any material changes to these plans;
  - ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP(s) and DWPs and any material changes to these plans.
- b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP(s) or DWPs, which are not material changes triggering the requirement for a new Outline Plan, can be required, provide input into and confirmed;
- c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP(s) or DWP;
- d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and adequacy of the measures adopted to respond to these.

### **Social Impact Management Plan (SIMP), Construction Environmental Management Plan (CEMP) and Delivery Work Plans (DWPs)**

### DESIGNATION 1, 2 AND 3

#### Condition 10: Preparation, Compliance and Monitoring

10.1 The objective of the CEMP(s) and DWPs is to so far as is reasonably practicable, avoid, remedy or mitigate any adverse effects associated with the Redoubt Road - Mill Road Corridor Project. The objectives of a SIMP are as set out in Condition 11.1.

10.2 All works must be carried out in accordance with the CEMP(s), the DWPs required by

these conditions and in accordance with any changes to plans made under Condition 10.7.

10.3 The CEMP(s) and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Redoubt Road - Mill Road Corridor Project.

10.4 The DWPs shall give effect to the specific requirements and objectives set out in these designation conditions.

10.5 The CEMP(s) shall include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the DWPs.

10.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Redoubt Road - Mill Road Corridor Project, it shall meet reasonable and direct costs of implementing such mitigation measures.

10.7 The CEMP(s) and DWPs shall be reviewed as a result of a material change to the Redoubt Road - Mill Road Corridor Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

- a) Compliance with designation conditions, the CEMP(s), DWPs and material changes to these plans;
- b) Any changes to construction methods;
- c) Key changes to roles and responsibilities within the Redoubt Road - Mill Road Corridor Project;
- d) Changes in industry best practice standards;
- e) Changes in legal or other requirements;
- f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction;
- g) Any comments or recommendations received from Auckland Council regarding the CEMP(s) and DWPs; and
- h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 16.

10.8 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

### **Social Impact Management Plan**

#### DESIGNATION 1, 2 AND 3

#### Condition 11: Submission of Social Impact Management Plan(s)

11.1 The Requiring Authority shall engage a suitably qualified specialist to prepare a Social Impact Management Plan (SIMP). The objectives of a SIMP are:

- a) To set out the Requiring Authority's commitments to mitigate and manage adverse social impacts and to enhance identified benefits to communities and other stakeholders during construction and operation of the Project;
- b) To define the measures to be undertaken to avoid, remedy or mitigate adverse effects and ensure the realisation of the intended benefits of the Project through the Social Impact and Business Disruption DWP;
- c) To monitor and review the effectiveness of measures designed to mitigate and manage adverse social impacts and those designed to realise the identified benefits to communities and other stakeholders during the construction and operation of the Project;
- d) To identify possible remedies if measures to mitigate and manage adverse effects and to

realise benefits fail to achieve anticipated outcomes;

- e) To monitor and review the engagement with affected and interested parties undertaken through the Stakeholder Engagement Plan (Condition 15); and
- f) To specify the required actions to be undertaken through the Social Impact and Business Disruption DWP and provide the mechanism for the on-going review of that DWP.

11.2 In addition to action plans containing social mitigation and management strategies required under the Social Impact and Business Disruption Delivery Work Plan (Condition 13), a SIMP must include:

- a) A review of the social environment at the time of construction start;
- b) Confirmation of potential social impacts as they exist at the time of construction and how these have changed since the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1;
- c) A programme to monitor and review the effectiveness of impact mitigation and management strategies from the confirmation of the Designation through the construction and implementation of the project;
- d) A Stakeholder Engagement Strategy that includes action plans and mechanisms to ensure engagement processes, including those relevant to Conditions 14 – 17 and all DWPs, are integrated; and
- e) Means to document and review the key stakeholders and their interest in the project; and actions, outcomes, and mechanisms to support reviews of the SIMP.

11.3 When developing a SIMP the Requiring Authority must:

- a) Undertake engagement to provide opportunities for input from affected and interested parties (as defined in Condition 15.4c);
- b) Through the suitably qualified specialist, identify the suite of methods that might be used, as far as reasonably practicable, to avoid, remedy or mitigate social impacts, including, but not limited to, the following specific issues:
  - i) access for residents, community facilities and businesses as a result of construction activities;
  - ii) loss of amenity for residents, community services and businesses as a result of construction activities; and
  - iii) the benefits for the community identified in the SIA might be realised.
- c) Take into consideration the increased demands and cumulative effects placed on stakeholders and communities to participate in consultative processes in the project area;
- d) Document engagement undertaken and the views and concerns expressed by this engagement; matters and measures to be monitored identified by the affected and interested parties along with a clear explanation of where any matters or measures have not been incorporated and why not;
- e) Prepare a draft SIMP for peer review by suitably qualified independent specialists approved by the appropriate Auckland Council representative, and then submit to Auckland Council for any further comment. Prior to submission of the first Outline Plan, incorporate any recommended changes into a final SIMP, along with a clear explanation of where any recommendations have not been incorporated and why not.

11.4 The Requiring Authority shall:-

- a) Submit to the Auckland Council an annual progress report within one year of the of the submission of the SIMP and every year following until construction is complete; and
- b) Submit to the Auckland Council a review of the SIMP prior to the submission of any new Outline Plan and prior to the commencement of a new construction stage of the project. This review is to include a record of the further engagement undertaken (including engagement with the Community Liaison Group) and the views and concerns expressed by this

engagement.

11.5 On receipt of the documentation required by Condition 11.4 the Council may (at its discretion) require a further peer review by a suitably qualified independent specialist approved by the appropriate Auckland Council representative. Following any peer review a revised SIMP is to be submitted, along with a clear explanation of where any recommendations have not been incorporated and why not.

## **Social Impact and Business Disruptions**

### DESIGNATION 1, 2 AND 3

#### Condition 12: Property Management

12.1 The Requiring Authority will ensure the properties acquired for the Redoubt Road - Mill Road Corridor Project are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area.

### DESIGNATION 1, 2 AND 3

#### Condition: 13: Social Impact and Business Disruption DWP

13.1 The Requiring Authority shall prepare a Social Impact and Business Disruption DWP for each part (stage) of the project. The objective of the Social Impact and Business Disruption DWP is to avoid, remedy or mitigate the adverse effects arising from disruption to businesses, residents and community services/facilities so far as reasonably practicable by:

- a) Setting out the specific methods to be adopted in managing the identified social impacts in the construction phase, as identified in the SIMP (Condition 11);
- b) Encouraging on-going participation and engagement in the process of impact identification and management;
- c) Maximising the project's positive social impacts and contributions to the development of strong and sustainable communities; and
- d) Monitoring the effectiveness of mitigation strategies.

13.2 To achieve this objective the Requiring Authority shall engage a suitably qualified specialist(s) to prepare a Social Impact and Business Disruption DWP to address the following specific issues:

- a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated;
- b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated; and
- c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP(s) and other DWPs.

13.3 The Social Impact and Business Disruption DWP shall be prepared in consultation with the community, community facility operators, business owners, affected parties and affected in proximity parties relative to the particular stage to:

- a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses;
- b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and community services/facilities as a result of construction of that stage of the Redoubt Road - Mill Road Corridor Project;

- c) Assess access and servicing requirements and in particular any special needs of residents, community facilities and businesses; and
- d) To develop methods to address matters outlined in (b) and (c) above, including:
  - i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking DWP;
  - ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction;
  - iii) The measures to promote a safe environment, taking a crime prevention through environmental design approach;
  - iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking or parking options for access;
  - v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements;
  - vi) The process (if any) for re-establishment and promotion of normal business operation following construction;
  - vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

13.4 The Social Impact and Business Disruption DWP shall include:

- a) Identification of the specific methods proposed for mitigation of social effects, including those identified in the SIMP;
- b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation);
- c) An implementation plan of the methods to mitigate the disruption effects (as developed in Condition 13.3 above);
- d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP);
- e) Cross reference to detail on how the CEMP(s) and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity;
- f) Details of on-going consultation with the local community through the Community Liaison Group(s) to provide updates and information relating to the timing for project works and acquisition (Condition 15);
- g) Details of on-going consultation with iwi (Condition 6); and
- h) The process for resolution of any disputes or complaints in relation to the management/mitigation of social impacts (including business disruption impacts).

13.5 The Social Impact and Business Disruption DWP shall be implemented and complied with for the duration of the construction of the Redoubt Road - Mill Road Corridor Project and for up to 12 months following the completion of the Project if required.

### **Stakeholder Engagement**

DESIGNATION 1, 2 AND 3

Condition 14: Contact Person

14.1 The Requiring Authority shall make a contact person available for the duration of construction for public enquiries on the construction works, including for out-of-hours emergencies.

DESIGNATION 1, 2 AND 3

## Condition 15: Stakeholder Engagement Plan(s)

15.1 The objective of a Stakeholder Engagement Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the affected and interested parties prior to and during the construction of the Redoubt Road - Mill Road Corridor Project.

15.2 The Requiring Authority shall prepare a Stakeholder Engagement Plan (or Plans should the project be staged) which shall be implemented and complied with for the duration of the Redoubt Road - Mill Road Corridor Project beginning once the designation has been granted.

15.3 A Stakeholder Engagement Plan shall identify a Community Liaison Group (including its membership and processes), and all relevant affected party and affected in proximity stakeholders and set out how the Requiring Authority will:

- a) At regular intervals after the designation has been confirmed, provide progress updates (even if no construction activities are planned), by way of letters, adverts, community noticeboards and/or other means;
- b) Involve and inform the Community Liaison Group and other parties of the on-going planning for the project, construction activities and constraints that could affect them;
- c) Provide early information on key Project milestones;
- d) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in proximity parties regarding the development (as part of the review process provided by Condition 10.7) and implementation of the CEMP(s) or DWPs; and
- e) Respond to queries and complaints including but not limited to:
  - i) Who is responsible for responding;
  - ii) How responses will be provided; and
  - iii) The timeframes that responses will be provided within.

15.4 A Stakeholder Engagement Plan shall as a minimum include:

- a) A communications framework that details the Requiring Authority's communication strategies, the frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- b) The Stakeholder Engagement Manager for the Project including their contact details (phone, email and postal address);
- c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:
  - i) All property owners and occupiers within the designation footprint;
  - ii) All property owners and occupiers in proximity to the works as defined in the SIMP (and including the Primary Impact Area identified in Appendix Q of the SIA report);
  - iii) Network Utility Operators, including the process:
    - To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities;
    - For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1)(b) of the RMA during the construction period;
    - For obtaining any supplementary authorisations (including but not limited to resource consents (including those required under a National Environmental Standard) and easements);
    - For inspection and final approval of works by Network Utility Operators; and
    - For implementing Conditions 4, 18, 19, and 20 of this designation in so far as they affect Network Utility Operations;
  - iv) Any other stakeholder who identifies themselves as having a relevant interest in the work.



- d) How stakeholders will be informed of the progress of planning for the project, notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints;
- e) Methods for communicating in advance to surrounding communities which must be notified at least 24 hours in advance where construction activities are predicted to:
  - i) Exceed the noise limits (refer Condition 24); or
  - ii) Exceed a vibration limit (refer Conditions 25 and 26).
- f) Methods for communicating in advance proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours;
- g) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Conditions 6 and 33);
- h) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/ or closures and the alternative routes or detours to be used;
- i) Methods for communicating and consulting with affected and interested parties in the delivery of mitigation measures identified in the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1.

## DESIGNATION 1, 2 AND 3

### Condition 16: Concerns and Complaints Management

16.1 Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate the following process to address concerns or complaints received about adverse effects:

- a) Identify the nature of the concern or complaint, and the location, date and time of the alleged event(s);
- b) Acknowledge receipt of the concern or complaint within 24 hours of receipt;
- c) Respond to the concern or complaint in accordance with the relevant management plan which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

16.2 A record of all concerns and / or complaints received shall be kept by the Requiring Authority.

This record shall include:

- a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint;
- b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality;
- c) Known Redoubt Road - Mill Road Corridor Project construction activities at the time and in the vicinity of the concern or complaint;
- d) Any other activities in the area unrelated to the Redoubt Road - Mill Road Corridor Project construction that may have contributed to the concern or complaint such as non-Redoubt Road - Mill Road Corridor Project construction, fires, traffic accidents or unusually dusty conditions generally;
- e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

16.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the "key contacts" (see Condition 9).

16.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council

Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required. Upon receiving records of the complaint the Auckland Council Compliance Monitoring Officer must determine whether a review of the CEMP(s) and/or DWPs is required under Condition 10 to address this complaint. The Auckland Council Compliance Monitoring Officer shall advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

#### DESIGNATION 1, 2 AND 3

##### Condition 17: "One Network" Consultation

- 17.1 The Requiring Authority and its contractor shall work collaboratively with the New Zealand Transport Agency (NZTA) during the preparation of the Transport, Access and Parking DWP (Condition 21) in relation to confirming the management of adverse transport effects on the road network. A record of this consultation and outcomes shall be included in the Traffic, Access and Parking DWP. The Requiring Authority shall consult with the NZTA throughout the duration of construction on any changes or updates to the Traffic, Access and Parking DWP which relate to the management of the road network.

#### **Construction Environmental Management Plan (CEMP)**

#### DESIGNATION 1, 2 AND 3

##### Condition 18: CEMP Requirements

18.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall provide the following details:

- a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager;
- b) The site or Project Manager and the Stakeholder Engagement Manager (who will implement and monitor the Stakeholder Engagement Plan), including their contact details (phone, email and physical address);
- c) The Document Management system for administering the CEMP(s), including review and Requiring Authority / Constructor / Auckland Council requirements;
- d) Training requirements for employees, sub-contractors and visitors on construction procedures, environment management and monitoring;
- e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 9, 12 and 20;
- f) Environmental incident and emergency management procedures;
- g) Environmental complaints management procedures;
- h) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction;
- i) Specific details on demolition to be undertaken during the construction period;
- j) Means of ensuring the safety of the general public; and
- k) Methods to assess and monitor potential cumulative adverse effects.

#### DESIGNATION 1, 2 AND 3

##### Condition 19: CEMP Construction Works Requirements

19.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall include the following details and requirements in relation to all areas within the designation footprint

where construction works are to occur, and / or where materials and construction machinery are to be used or stored:

- a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
- b) Methods for management of construction activities adjacent to buildings and structures and land adjoining the designation, including incorporating the findings of further geotechnical subsurface investigations particularly, but not exclusively, between CH 3000 to CH 5200;
- c) Measures to adopt to keep the construction area in a tidy condition in terms of disposal/storage of rubbish and storage unloading of construction materials (including equipment). All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation;
- d) Measures to ensure all temporary boundary / security fences associated with the construction of the Redoubt Road - Mill Road Corridor Project are maintained in good order with any graffiti removed as soon as possible;
- e) The location and specification of any temporary acoustic fences and visual barriers, and where practicable, opportunities for mana whenua (see Condition 6) and community art or other decorative measures along with viewing screens to be incorporated into these without compromising the purpose for which these are erected;
- f) How the construction areas are to be fenced and kept secure from the public and, where practicable and without compromising their purpose how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated to enhance public amenity and connection to the project;
- g) The location of any temporary buildings (including worker's offices and portaloos) and vehicle parking (Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas;
- h) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- i) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable;
- j) Methods for management of vacant areas once construction is completed with the Urban Design and Landscape DWP.; and
- k) Methods for managing the control of silt and sediment within the construction area including details regarding how and where erosion and sediment control measures will be designed, installed, maintained, inspected and decommissioned in order to reduce erosion and sedimentation effects to the greatest extent reasonably practicable.

## DESIGNATION 1, 2 AND 3

### Condition 20: Network Utilities

20.1 The purpose of this section of the CEMP(s) shall be to ensure that the construction of the Mill Road corridor adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing network utilities that traverse, or are in close proximity to, the designation during the construction of the Redoubt Road - Mill Road Corridor Project.

20.2 For the avoidance of doubt and for the purposes of this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Project was served on Auckland Council (24 October 2014); or
- b) Undertaken in accordance with condition 4 of this designation or the section 176(1)(b) RMA process.

20.3 To manage the adverse effects on Network Utilities Operations during the construction of the Redoubt Road - Mill Road Corridor Project, the CEMP(s) shall be

prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Redoubt Road - Mill Road Corridor Project. The CEMP(s) shall include as a minimum:

- a) Cross references to the Stakeholder Engagement Plan for the methods that will be used to liaise with all Network Utility Operators who have existing network utilities that traverse, or are in close proximity to, the designation;
- b) Measures to be used to accurately identify the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities;
- c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
  - i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities;
  - ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- d) Measures to be used to ensure the continued operation of Network Utility Operations and the security of supply of the services by Network Utility Operators at all times;
- e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Redoubt Road - Mill Road Corridor Project ;
- f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;
- g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;
- h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilisation measures), for earthworks in close proximity to existing Network Utilities;
- i) Vibration management and monitoring for works in close proximity to existing Network Utilities;
- j) Emergency management procedures in the event of any emergency involving existing Network Utilities;
- k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Redoubt Road - Mill Road Corridor Project to Network Utility Operators and the timing for providing these drawings;
- l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP(s);
- m) Measures to appropriately manage the effects of dust, and any other material potentially resulting from construction activities, that may cause material damage, beyond normal wear and tear, to National Grid transmission lines or support structures;
- n) Measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any National Grid support structures; and
- o) Measures to ensure that all land use activities, including - any temporary buildings/ structures, earthworks (filling and excavations), fencing, operation of mobile plant and/ or persons working near National Grid assets, comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) or any subsequent revision of the code.

20.4 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP(s) to manage the construction effects on the Operator's network utility operation, unless otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP(s) along with reasons if the recommendation is not accepted.

## **Transport, Access and Parking**

### DESIGNATION 1, 2 AND 3

#### Condition 21: General Transport, Access and Parking

21.1 A Transport, Access and Parking DWP shall be prepared by an appropriately qualified and experienced specialist to manage the adverse effects of construction of the Redoubt Road - Mill Road Corridor Project, or any part of it, on the transport network.

21.2 The objective of the Transport, Access and Parking DWP is to so far as is reasonably practicable, avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access. This is to be achieved by:

- a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion;
- b) Maintaining pedestrian access to private property at all times; and
- c) Providing on-going vehicle access to private property to the greatest extent possible.

21.3 To achieve the above objective, the following shall be included in the Transport, Access and Parking DWP:

- a) The road routes which are to be used by construction related vehicles, particularly trucks to transport construction related materials, equipment, spoil, including how the use of these routes by these vehicles will be managed to mitigate congestion, and to the greatest extent possible, avoid adverse effects on residential zoned land and education facilities;
- b) Transport route options for the movement of construction vehicles carrying spoil, bulk construction materials or machinery shall be identified and details provided as to why these routes are considered appropriate routes. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery shall as far as practicably possible only use roads that:
  - i) Form part of the regional arterial network;
  - ii) Are overweight / over dimensioned routes.
- c) Where other routes are necessary (other than those roads identified in b above), the Transport, Access and Parking DWP shall identify any residential zoned land and education facilities and shall provide details on how adverse effects from these vehicle movements are to be mitigated through such measures as:
  - i) Stakeholder Engagement (in accordance with Condition 15 of this designation) with these properties in advance of the vehicle movements occurring;
  - ii) Restricting vehicle movements on Monday to Friday to between 9.30am and 3.30pm, and on Saturday to between 9am and 2pm.
- d) Proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided;
- e) How disruption to the use of private property will be mitigated through:
  - i) Ensuring pedestrian and cycle access to private property is retained at all times;
  - ii) Providing vehicle access to private property as far as practicably possible at all times,

- except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure; and
- iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.
- f) Where an affected party unexpectedly finds their vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative. For the purposes of these Designation Conditions “temporary closure” is defined as the following:
- i) In place for less than six hours, the Requiring Authority shall communicate and consult on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party; and
  - ii) in place for between six and 72 hours, the Requiring Authority shall communicate and consult on the closure at least 72 hours in advance, and
  - iii) will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.
- g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
- i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring;
  - ii) Relocating bus stops to locations which, as far as practicably possible, minimise disruption; and
  - iii) Identifying alternate heavy haul routes where these are affected by construction works.
- h) Cross references to the specific sections in the Stakeholder Engagement Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.

## DESIGNATION 1, 2 AND 3

### Condition 22: Monitoring of Transport Network Congestion

22.1 To achieve the objective of Condition 21.2(a), the Requiring Authority will undertake monitoring of the transport network through traffic surveys and implement additional mitigation measures as required to manage congestion to achieve the best practicable option.

22.2 The purpose of the traffic survey is to monitor congestion on the transport network by measuring average delays for traffic travelling along specified routes. The surveyed times are to be measured as:

- a) The average times over the two hour morning or evening peak period; and
- b) Inter-peak.

22.3 The Requiring Authority shall carry out a traffic survey exercise within six months of the start of construction and once every six months (or following any significant change in the road layout) at the following times:

- a) The two hour morning or evening peak period; and
- b) Inter-peak for the duration that construction of the Redoubt Road -Mill Road Corridor Project is occurring.

22.4 Surveys shall be carried out over a two week period, and generally on one “neutral” working day (i.e. Tuesday, Wednesday or Thursday) along each route specified in the

Transport, Access and Parking DWP. If a congestion incident occurs (such as an accident) during the survey period the surveys shall be retaken as they will be considered unrepresentative.

22.5 Traffic surveys for comparison purposes shall also be conducted six months prior to construction of the Mill Road corridor to establish a baseline of existing transport congestion.

### DESIGNATION 1, 2 AND 3

#### Condition 23: Road Design/Layout

23.1 All lane widths, including cycle lanes, shall have regard to the Auckland Transport Code of Practice (or any successive/renamed publication) for the proposed speed environment.

23.2 When the section on Hilltop Road is constructed as part of the project, a footpath is to be constructed between the Redoubt Road footpath and the existing footpath on Hilltop Road.

23.3 All redundant infrastructure (such as street furniture, footpaths, kerb and channel, road signs and pavement) on the portion of roads that are closed are to be physically removed and replaced with appropriate landscape treatment.

23.4 Where feasible and safe, pedestrian and cycle connections are to be installed from newly formed cul-de-sac heads to the new road network.

23.5 Where road gradients are less than 0.5%, provision is to be made to ensure ponding does not occur, as per the Auckland Transport Code of Practice.

23.6 Following the completion of the Redoubt Road – Mill Road corridor project, Auckland Transport is to undertake regular assessments of whether the installation of a priority lane is required against the criteria of the Code of Practice, or subsequent documents. These assessments are to be undertaken at two-year intervals until such time as a priority lane is installed.

Unless there is an operational or design requirement the priority measures (transit lanes and /or bus lanes) shall be implemented within the kerbside traffic lane.

23.7 At the time NoR 2 is constructed the Requiring Authority shall consider providing traffic signals at the intersections of Thomas Road, Hodges Road and Murphys Road; and Murphys Bush Scenic and Murphys Road. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Murphys Road;
- c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists;  
and
- d) The interests of stakeholders.

23.8 At the time NoR 3 is constructed the Requiring Authority shall consider providing traffic signals rather than roundabouts at the intersections of Alfriston Road and Mill Road and Ranfurly Road and Mill Road. In making its decision the Requiring Authority shall consider:

- a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;
- b) The impact of traffic flows along Mill Road;
- c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists;  
and
- d) The interests of stakeholders and affected landowners, including Alfriston School.

## Noise and Vibration

### DESIGNATION 1, 2 AND 3

#### Condition 24: Project Standards – Construction Noise

24.1 Construction Noise shall, as far as is practicable, comply with NZS 6803:1999 Acoustics – Construction Noise, specifically the following criteria:

a) Residential receivers

	Time	dB LAeq(T)	dB LAmax
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b) Industrial and commercial receivers

Time	dB LAeq(T)
0730-1800	70
1800-0730	75

Note: “(T)” is a representative assessment duration between 10 and 60 minutes.

24.2 Sound levels shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.

### DESIGNATION 1, 2 AND 3

#### Condition 25: Project Standards – Construction Vibration

25.1 Construction vibration shall comply with the following Project Standards for building damage:

Type of structure	Short-term vibration			PPV at horizontal plane of highest floor	Long-term vibration PPV at horizontal plane of highest floor (mm/s)
	PPV at the foundation at a frequency of 1 - 10Hz (mm/s)	1 - 50 Hz (mm/s)	50 - 100 Hz (mm/s)		
Commercial/ Industrial	20	20 – 40	40 – 50	40	10
Residential/ School/ Transpower structures	5	5 – 15	15 – 20	15	5



Historic or sensitive structure	3	3 – 8	8 – 10	8	2.5
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Note: Standard DIN 4150-3:1999 defines short-term (transient) vibration as “vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated”. Long-term (continuous) vibration is defined as all other vibration types not covered by the short-term vibration definition.

25.2 Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999.

#### DESIGNATION 1, 2 AND 3

##### Condition 26: Project Standards – Construction Vibration (Amenity)

26.1 Between the hours of 7am and 10pm vibration generated by construction activities shall not exceed:

- a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and
- b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms).

26.2 The limits in Condition 26.1 shall only be investigated and applied upon the receipt of a complaint from any building occupant. They shall not be applied where there is no concern from the occupant of the building

#### DESIGNATION 1, 2 AND 3

##### Condition 27: Construction Noise and Vibration DWP

*For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.*

27.1 A Construction Noise and Vibration DWP shall be prepared. The objective of the Construction Noise and Vibration DWP is to provide a framework for the development and implementation of an identified best practicable option to avoid, remedy or mitigate the adverse effects of noise and vibration resulting from construction.

27.2 The Construction Noise and Vibration DWP shall:

- a) Adopt the noise and vibration standards for construction set out in Conditions 24, 25 and 26 of these designations;
- b) Identify the best practicable option to avoid, remedy or mitigate adverse effects on a receiver resulting from construction noise or vibration that does not comply with the project standards set out in conditions 24, 25 and 26;
- c) Identify measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any neighbouring structures; and
- d) Identify methods to achieve best practicable option for mitigating adverse effects in accordance with section 17 of the RMA.

27.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects;
- b) That piling and road cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday;
- c) Construction machinery and equipment to be used and their operating noise levels;
- d) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 24, 25 and 26;
- e) The timing of construction activities that are likely to create an adverse noise and vibration effect;
- f) The proximity of neighbouring noise and vibration sensitive areas;
- g) The process of community liaison;
- h) Specific training procedures for construction personnel including:
  - i) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration areas; and
  - ii) Construction machinery operation instructions relating to mitigating noise and vibration;
- i) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed to by the Requiring Authority and the affected receiver;
- j) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:
  - i) Updating the predicted noise and vibration contours based on the final design and construction activities;
  - ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 30;
  - iii) Identifying appropriate monitoring locations for receivers of construction noise and vibration;
  - iv) Procedures for working with the Stakeholder Engagement Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources;
  - v) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer; and
  - vi) Procedures for how works will be undertaken should they be required as a result of the building condition surveys;
- k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how landowners and occupiers are to be communicated with around noise and vibration effects.

## **Historic Heritage**

### DESIGNATION 1, 2 AND 3

#### Condition 28: Historic Heritage

28.1 The Requiring Authority shall employ a suitably experienced historic heritage specialist ('Nominated Heritage Expert') to prepare and implement a Historic Heritage DWP(s).

28.2 For each stage a survey shall be undertaken and included in the Historic Heritage DWP(s).

The purpose of the survey is to identify historic heritage (as defined under the RMA 1991) and the actual and potential effects of the proposed activity on historic heritage within the Designation footprint or which may otherwise be directly affected by the Project. This will involve detailed site survey of private property within the proposed corridor route to verify the

location and confirm the significance of archaeological and other heritage sites identified in the archaeological report prepared by Clough and Associates and any previously unrecorded sites, and the adverse effects on those places. Subject to the agreement of property owners in areas outside the Designation footprint proper, the survey is to include (but will not necessarily be limited to):

- a) The road berm and other unmodified ground at 21-25 Redoubt Road, where evidence relating to the St Johns Redoubt may still survive;
- b) The area within the designation footprint in the vicinity of the house at 236 Redoubt Road, which may be the location of an unrecorded historic farmstead;
- c) The area within the designation footprint in the vicinity of the house at 140 Ranfurly Road, which may be an unrecorded historic farmstead;
- d) The area in the vicinity of 1348 Alfriston Road (the Meeting House);
- e) The area in the vicinity of 1345 Alfriston Road (Bodle Homestead and Store);
- f) The access to 125 Murphys Road and adjacent farm boundary;
- g) The Murphys Road frontage of Pt Lot 1 DP69592; and
- h) Any new archaeological remains discovered during the field survey.

28.3 The objective of the Historic Heritage DWP(s) is to avoid, remedy or mitigate adverse effects on known and any as yet unrecorded historic heritage that may result from construction of the Redoubt Road - Mill Road Corridor Project or any part of it, as far as reasonably practicable.

28.4 The Historic Heritage DWP(s) shall as a minimum, include the following:

- a) Identification and methodology for recording and documenting all Built Heritage and archaeology directly affected by the construction, or associated pre- and post-construction.
- b) Specific consideration of the following:
  - i) At the western end of NoR 1 Section 1a in the vicinity of St John's Redoubt (R11/ 534), a scheduled item on the PAUP schedule of Significant Historic Heritage Places (No. 1271);
  - ii) At 135 Redoubt Road, 1947 house CHI 19900;
  - iii) On NoR 3 Sections 4d and 5 at the intersection of Mill Road and Alfriston Road. This area of Mill Road was the centre of the Alfriston community in the mid-late 19th century and early 20th century and several historic buildings and sites of former buildings are recorded here. Two of these sites – R11/2074 Alfriston Meeting Hall (The Meeting House), R11/2069 Bodle Homestead and Post Office/Store site are located within Section 4d and Section 5 of NoR 3. Both will be affected by the proposed corridor route;
  - iv) At 125 Murphys Road, a 19<sup>th</sup> century homestead R11/2975;
  - v) At the intersection of Murphys Road and Flat Bush School Road where R11/2745 Stancombe Road Cottage or Baverstock School House, CHI 2776 and the former Old Flat Bush School are located; and
  - vi) The results of the survey required to be undertaken under Condition 28.2.
- c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an authority to modify any archaeological sites or built heritage (see Advice Notes - AN1);
- d) How Built Heritage buildings and structures will be protected during construction:
  - i) Through the use of screening or other protective measures to mitigate adverse construction effects;
  - ii) Through proposed methods for monitoring building damage, to be overseen by the Nominated Heritage Expert or Nominated Conservation Architect for the duration of construction works; and
  - iii) By confirming which Built Heritage buildings and structures are to be subject to a pre and post building condition survey and how mitigation or rectification of any damage will be addressed.
- e) Identification of Built Heritage which may be directly affected by the works and whether that Built Heritage may:
  - i) Be adaptively reused;
  - ii) Be partially retained in design and construction;
  - iii) Have heritage elements that will be integrated into other elements of the Redoubt Road - Mill Road Corridor Project; or

- iv) Have to be demolished.
- f) How during the process of any adaptive reuse, modification or demolition the Nominated Heritage Expert will record the history of the place using building archaeological techniques.
- g) Identification of areas of known archaeological evidence or locations where there is the potential for archaeological remains to be discovered and the procedures for:
  - i) Pre-earthworks archaeological investigations;
  - ii) Monitoring of preliminary earthworks;
  - iii) Recording any archaeological remains or evidence before it is modified or destroyed; and
- iv) Opportunities for the conservation and preservation of artefacts and ecofacts (biological material) that are discovered.
- h) A report of post-excavation assessment analysis, archiving, and updating of archaeological records to be submitted to the Auckland Council within 12 months of completion of earthworks.
- i) Procedures for the accidental discovery of archaeological remains including:
  - i) The ceasing of all physical construction works in the immediate vicinity of the discovery;
  - ii) Practices for dealing with the uncovering of cultural or archaeological remains and the parties to be notified (including, but not limited to, appropriate iwi authorities, the Auckland Council Consents Monitoring officer, Heritage New Zealand, and the New Zealand Police (if koiwi (human skeletal remains) are discovered); and
  - iii) Procedures to be undertaken before physical works in the area of discovery can start again, including any iwi protocols, recording of sites and material, recovery of any artefacts, and consultation to be undertaken with iwi, Auckland Council Consent Monitoring officer and Heritage Unit, and with Heritage New Zealand.
- j) Clearly defined constructor roles and responsibilities, stand-down periods and reporting requirements; and
- k) Training procedures for all contractors, to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Heritage New Zealand Pouhere Taonga Act 2014 if any sites or material are discovered.

### DESIGNATION 3

#### Condition 29: Historic Heritage – The Meeting House

29.1 The Requiring Authority shall use its best endeavours to relocate the Meeting House to a suitable alternative location preferably in the Alfriston area.

29.2 Until such time as the Meeting House is able to be relocated the Requiring Authority will:

- a) use its best endeavours to obtain the approval of the relevant landowner for the Requiring Authority to carry out reasonable works to the Meeting House in its current location to ensure that the Meeting House is in a structurally sound and watertight condition; and
- b) where landowner approval is obtained under condition 29.2(a), carry out the works described in condition 29.2(a) as soon as reasonably practicable.

29.3 Where the Meeting House is able to be made structurally sound and watertight and/or relocated:

- a) The methods the Requiring Authority will use to ensure that the Meeting House is put into a sound and watertight condition;
- b) What renovation works are required and how these will be carried out; and;
- c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an archaeological authority to modify the site of the Meeting House (cross reference AN1).

29.4 Upon relocation of the Meeting House the Requiring Authority shall carry out reasonable renovation works to bring the Meeting House to a suitable standard to enable it be re-used for either private or public activities.

29.5 Where, after using its best endeavours to relocate the Meeting House either:

- a) the relocation is found to not be practicable; or
- b) Auckland Council does not agree to the relocation of the Meeting House, condition 28 will apply.

### DESIGNATION 1, 2 AND 3

#### Condition 30: Process for Building Condition Surveys

30.1 Prior to construction of a stage a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by Auckland Transport based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey will be undertaken include:

- a) Age of the building;
- b) Construction types;
- c) Foundation types;
- d) General building condition;
- e) Proximity to any excavation;
- f) Whether the building is earthquake prone; and
- g) Whether any basements are present in the building.

30.2 Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 30.1:

- a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP(s);
- b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report;
- c) The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;
- d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer;
- e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments;
- f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken;
- g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Redoubt Road - Mill Road Corridor Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building; and
- h) The Requiring Authority shall, during the Building Condition Survey, determine whether the

building is classified as Commercial / Industrial / School or a Historic or sensitive structure in terms of Condition 25.

30.3 During construction:

- a) The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building; and
- b) Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair will met by the Requiring Authority.

30.4 Following construction:

- a) The Requiring Authority shall, within 12 months of the commencement of operation of the stage , contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post- construction condition assessment;
- b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Redoubt Road - Mill Road Corridor Project , the Requiring Authority shall, at its own cost, rectify the damage; and
- c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 30.3(b) or 30.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

## **Urban Design and Landscape**

### DESIGNATION 1, 2 AND 3

#### Condition 31: Urban Design and Landscape Principles

- 31.1 The Requiring Authority shall appoint a suitably qualified and experienced specialist (or specialists) to prepare an Urban Design and Landscape DWP(s). The objective of the Urban Design and Landscape DWP(s) is to enable the integration of the Redoubt Road - Mill Road Corridor Projects permanent works into the surrounding landscape and urban design context.
- 31.2 The Urban Design and Landscape DWP(s) shall show how the principles from the Urban Design & Landscape study have been used to guide and influence the design of permanent works associated with the Redoubt Road - Mill Road Corridor Project, and how the design has responded or otherwise to these principles and initiatives. For NoRs 2 and 3, the DWP(s) shall also show how the design of the permanent works responds to its landscape context existing and reasonably anticipated at the time of construction noting in particular the transition from a rural to urban context along Murphys Road and from Ranfurly Road through to Alfriston Road. The DWP(s) shall detail the proposed urban design and landscape design theme to be adopted for the entire length of the corridor, or if the designation is to be staged, then the DWP shall show how that part to be given effect to integrates with the design theme for the corridor. The DWP(s) shall have regard to the following:
  - a) Views to the road from the surrounding urban and rural catchments (including dwellings and public open space areas). Manage and mitigate the adverse landscape and visual effects of earthworks, retaining and fencing structures via the engineering design, structure design and/or mitigation planting;
  - b) Ensure that the design approach is consistent with the Urban Design and Landscape Study,

including the Landscape Concept Plans and corridor design. This should focus on the development of a comprehensive and coordinated landscape framework for the road corridor that:

- i. responds to the differing character areas, including reinforcing and integrating with existing important vegetation features (e.g. Murphys Bush, Cheesmans Bush (146 Mill Road)) and enabling longer range views where appropriate;
- ii. integrates stormwater management devices as high quality landscape features that contribute positively to the amenity of the local area;
- iii. encourages passive surveillance (where appropriate); and;
- iv. seeks to reinforce the landscape patterning of the area and integrates with adjacent bush and riparian plantings.
  - c) How and when the areas within the designation footprint used during the construction of the Redoubt Road – Mill Road Corridor Project are to be restored;
  - d) Show any vegetation to be retained, boundary fences and walls to be retained, new retaining walls, noise fences, areas of landscape/visual mitigation planting and ecological enhancement planting;
  - e) Show the proposed design, materials and colouring of fences (including acoustic fences);
  - f) Show the location and design of off-road walking and cycling tracks to be implemented as part of the Project;
  - g) Show the location and design details for gabion cages and retaining walls. Gabion and retaining structures shall be designed to form high quality landscape elements that contribute positively to the local area. In the case of the large scale retaining at the intersection of Murphys Road and Redoubt Road, the retaining structures should be designed to form a memorable and high quality gateway feature. Appropriate retaining wall finishes are likely to include scoria cladding, and decorative patterned and/or textured concrete finishes. Appropriate gabion cage materials are likely to include welded steel cage structures;
  - h) Show the location and design of all street lighting. Street lighting in NoR 3 shall be designed to minimise external light spill;
  - i) Show design details for bridge structures. Ensure bridges contribute positively to the identity of the local area. This is likely to include the consideration of the design, materiality and colour of balustrading, the base of the bridge and the bridge supports, to avoid the perception of a distinctly utilitarian engineered structure;
  - j) Show design details for stormwater wetlands including areas of landscape/visual mitigation planting and ecological enhancement planting;
  - k) Retaining walls on Murphys Road are the same or lesser than those shown on plans 60317081-SKE-30-0000-C-0065Rev A and 60317081-SHT-30-0000-CD-0118; and
  - l) The design creates an appropriate interface and access, for all road users to and from the Murphys Bush neighbourhood centre.

### DESIGNATION 1, 2 AND 3

#### Condition 32: Open Space Restoration Plans

32.1 As part of the Urban Design and Landscape DWP, an Open Space Restoration Plan or Plans (should construction of the corridor be staged) shall be prepared to outline how open space land occupied during construction which adjoins Auckland Council park/reserve land is to be reinstated / restored. This includes land occupied during construction that will be reinstated or replaced on completion of construction, for handover to Auckland Council.

32.2 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council Parks Department and Iwi. In the case of St Johns Redoubt, NZHPT and

Department of Conservation shall also be consulted. The Open Space Restoration Plans shall include the following open spaces:

- a) Totara Park Restoration Plan;
- b) St Johns Redoubt;
- c) Murphy's Bush; and
- d) Ostrich Farm.

32.3 All Open Space Restoration Plans shall be prepared in general accordance with the CEMP(s) and DWP Plans, and shall include, but not be limited to, the following:

- a) Details of any vehicle access to the reserves and parking areas.
- b) In the case of Totara Park, details of:
  - i) The means by which any retaining structures facing the park will be designed or mitigated so that views from within the park maintain a rural or informal rather than built appearance; and
  - ii) The reinstatement of mountain bike trails and bridle paths, including appropriate linkages to the park entry / exit points and the provision for continuing use of these facilities during the construction phase. The mountain bike trail layout shall be re-instated if approved by the Auckland Council Parks Department and developed in consultation with mountain biking clubs.
- c) In the case of Murphys Bush, details of tree removal, works required within the dripline of trees and proposed replacement plantings;
- d) The inclusion and integration of the design for all pedestrian and cycleway linkages and facilities;
- e) Implementation programme, including sequencing of works and completion dates.
- f) This shall include works that could be implemented prior to practical completion of construction works or are outside the Project area including re-instatement of the mountain bike trails prior to construction commencement;
- g) Implementation programmes for planting and field reinstatement; and
- h) Documentation of consultation undertaken required by Condition 32.2 and the views and concerns expressed by this consultation.

### DESIGNATION 1, 2 AND 3

#### Condition 33: Landscape Mitigation Planting Plan

33.1 As part of the Urban Design and Landscape DWP a Landscape Mitigation Planting Plan (LMPP) shall be prepared by a suitably qualified landscape specialist and a suitably qualified arborist to manage landscape/visual mitigation planting. The LMPP shall include:

- a) Plans that identify any vegetation to be retained, areas of landscape/visual mitigation planting and ecological enhancement planting required by condition 34. This shall include a schedule of the species to be planted including botanical name, average plant size at the time of planting, planting density and average mature height of each species;
- b) Location-specific details of site preparation, planting, and maintenance operations;
- c) Location specific details of site preparation weed and pest control measures, planting methodology, mulching, weed and pest control, replacement planting, and ongoing maintenance until 100% canopy closure is achieved (in the case of mass planted areas) in accordance with NZTA P39 Standard Specification (or subsequent document) for Highway Landscape Treatments;
- d) Details of measures to be undertaken for topsoil and subsoil amelioration and management, to rehabilitate the soil profile so as to provide a viable growing medium for the areas to be planted, and for use on the berms;
- e) Details of landscape planting on fill abutments between 146 Mill Road and 38 Mill Road to comprise of appropriate low growing native vegetation that enhances connectivity for fauna between these areas but does not compromise road safety;
- f) Details of screening and enhancement planting to soften or naturalise adverse visual effects and visual enhancement of the route for road users and the surrounding visual catchment (including dwellings and public open space areas);



- g) Plans and elevations showing screening and enhancement planting to soften or naturalise batter slopes, stormwater ponds, retaining walls MSE walls, bridges and acoustic fencing;
- h) Selection of locally appropriate eco-sourced native plant species; to ensure that once established, the type of planting is such that it does not require specific ongoing maintenance;
- i) The integration of cut and fill batters with existing topographical features;
- j) Where practicable, including gentle grades and well-rounded profiles for batters, and shaping tops of cut batters for top soiling and grassing.
- k) Maintenance and establishment requirements (see also Condition 33.5);
- l) Measures to minimise clearing work to preserve soil and any indigenous vegetation;
- m) Measures to ensure the appropriate disposal of any clearance of invasive/noxious weeds;
- n) Integration with the design of noise mitigation measures (such as noise fences) so that the combined measures can be implemented in a co-ordinated manner; and
- o) How the Auckland Council Parks Department, the general public and mana whenua are to be communicated and liaised with on the management of the adverse effects relating to the removal of trees and vegetation.
- p) the Proposed Mitigation Vegetation Planting for 116 Ranfurly Road shown on Attachment 2 of Dennis Scott's evidence dated 21 October 2016. The type of planting shall be locally appropriate eco-sourced native plant species, with reference to the former "*Manukau City Council Restoration Planting Guidelines: Restoring our native plants*" where this does not conflict with other detailed conditions (including but not limited to Condition 34 Ecological and Restoration DWP).

33.2 15 Pin Oaks (*Quercus Palustris*) and one Algerian Oak (*Quercus Anariensis*) situated at 242 Redoubt Road will need to be removed to construct the new intersection of Redoubt Road and Murphys Road. For that stage of the project including this new intersection, the LMPP shall include a minimum of 16 replacement trees within the same genus, capable of achieving large dimensions planted in proximity to the new intersection. The trees should be of good quality nursery stock and have a minimum root ball grade of 400 litres at the time of planting.

The trees should be planted with sufficient spacing from each other and any adjacent structure such that their optimum final dimensions can be achieved.

The growing environment should be free of impediments to root growth and will need to be conducive with sustaining healthy tree function allowing for a sufficient permeable area and natural additions of organic material to foster the trees' long term development and success.

Once planted, the requiring authority shall legally protect the replacement trees in perpetuity.

33.3 Planting sites in the road corridor should be engineered to optimise planting success and long term performance, avoiding confining trees to compacted clay or road base. The planting sites should be engineered such that the newly planted trees have access to a sufficient volume of good quality un-compacted soil appropriate for the growing location and species selection.

33.4 Any landscaping included under the Urban Design and Landscape DWP shall be implemented in accordance with this plan within the first planting season following the construction completion of the Redoubt Road - Mill Road Corridor Project (or if staged – section of the project). If the weather in that planting season is unsuitable for planting, as determined by the Auckland Council Consent Monitoring officer (in consultation with the Auckland Council Parks Department), the landscaping shall instead be implemented at the first

practicable opportunity thereafter. The next practicable opportunity shall be agreed by the Auckland Council Consent Monitoring officer.

33.5 The landscaping shall be maintained by the Requiring Authority for a period of five (5) years for specimen street trees and for all other landscape planting.

## **Ecological Management and Restoration**

### DESIGNATION 1, 2 AND 3

#### Condition 34: Ecological and Restoration DWP

34.1 The Requiring Authority shall appoint a suitably qualified and experienced Ecologist (or Ecologists) to prepare an Ecological Management and Restoration DWP for each part (stage) of the project. The DWP shall be provided to the Auckland Council, at least 30 working days prior to Work commencing within the respective stage. The final Ecological Management and Restoration DWP must be provided to the appropriate Auckland Council representative prior to commencement of works. The purpose of the Ecological Management and Restoration DWP(s) is to:

- a) Detail the ecological and arboricultural management and monitoring programme that will be implemented to appropriately manage effects on the environment during and after the construction phase of the Project;
- b) Ensure that mitigation and any long-term effects are appropriately managed through monitoring, adaptive management and implementation of appropriate responses;
- c) Document the permanent mitigation measures, including the restoration, management and maintenance of ecological and arboricultural mitigation, as well as the mechanisms for developing relevant mitigation and restoration plans for terrestrial and freshwater habitat;
- d) Detail the Biodiversity Offset & Mitigation Package that will be implemented to offset significant adverse residual ecological and aboricultural impacts; and
- e) Give effect to the ecological and aboricultural conditions of this designation.

34.2 In designing and managing the construction of the Redoubt Road-Mill Road Corridor Project and the potential for adverse effects on ecology, the Requiring Authority shall achieve the following outcomes:

- a) Minimise adverse effects on areas of indigenous vegetation and habitat, habitat and wildlife within the Designation Footprint;
- b) Remedy, mitigate or offset any unavoidable adverse ecological effects of the Project (in that order) in accordance with the conditions; and
- c) In implementing the project the Requiring Authority shall comply with the Ecological Management and Restoration DWP.

34.3 The Ecological Management and Restoration DWP(s) shall include, but need not be limited to, details of the following:

- a) The matters required by Condition 35;
- b) The Lizard Management Plan (LMP) required by Condition 36.
- c) The Bat Management Plan (BMP) required by Condition 37.
- d) Identification of significant natural features (including species, habitats and ecosystems) within the designation;
- e) Measures to avoid tree and ecological loss;
- f) The means by which any vegetation clearance that is unavoidable will be undertaken;
- g) The type, location and extent of mitigation planting to give effect to the Vegetation Conditions;
- h) A comprehensive monitoring programme to be undertaken pre-construction, during construction and post construction;
- i) Identification of additional offsetting opportunities if required, subject to post-construction

monitoring required by Condition 35.13(d);

- j) Ecological thresholds which if breached will trigger adaptive management responses;
- k) An outline of the adaptive management response process, including specific reference to the presence of threatened species and habitat loss;
- l) A Tree Protection Plan with all measures required for working in proximity to trees to be retained within the Designation footprint and those immediately adjacent; and
- m) Appropriate engineering and hydrological design to ensure that there are no adverse effects created as a result of any alteration of water flows or water availability that may affect the continuing health of trees inside or outside the Designation footprint.

## DESIGNATION 1, 2 AND 3

### Condition 34A: Ecological and Restoration DWP

34.1 The Requiring Authority shall prepare and implement a Site Specific Ecological Management and Monitoring Plan for 146 Mill Road and areas of adjacent land as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval (on an individual site basis). The Site Specific Ecological Management and Monitoring Plan will provide for the following mitigation requirements and assist landowners with on-going management post-construction:

- a) Ensure any trees that have been topped at 146 Mill Road are left standing, and any remnants from topped trees are left in situ;
- b) Ensure any trees felled for the abutments at 146 Mill Road will be salvaged for site preparation for pioneer and enrichment planting as outlined below, unless required for cultural purposes;
- c) Plant the back paddock on 146 Mill Road, as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, with pioneer and enrichment planting from the bush edge to the existing Totara tree, subject to landowner approval;
- d) If the back paddock at 146 Mill Road, or part thereof, is used for mitigation planting Auckland Transport will use its best endeavours to obtain legal protection of that planting on an on-going basis;
- e) Undertake weed, possum, and mustelid pest control within the designation boundaries at 146 Mill Road, and on the balance of 146 Mill Road, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;
- f) Prior to construction commencing at 146 Mill Road, consultation with the occupiers or owners of any dwelling within 250m of the 146 Mill Road boundary, as to whether they support feral cat control within 146 Mill Road using lethal methods. This cat control will not be undertaken if there is not full support from all dwelling occupiers or owners;
- g) Undertake weed control and stock exclusion on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, on an individual site basis, within 6 months from confirmation of the NoR and continuing until 5 years following completion of the construction phase. For clarity, weed control and stock exclusion shall proceed on each of the site or sites where landowner approval is provided;
- h) Undertake enrichment planting on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;
- i) All of the enrichment planting outlined above will be designed in accordance with the former Manukau City Council Restoration Planting Guidelines: Restoring our Native Plants; and
- j) Outline the on-going management and monitoring actions that may be undertaken by landowners post completion of the Requiring Authority's obligations under this condition in order to ensure the gains that are made are enduring.

## DESIGNATION 1, 2 AND 3

### Condition 35: Vegetation

35.1 The Requiring Authority shall employ a suitably experienced ecologist ('Nominated Ecologist') and a suitably experienced arborist ('Nominated Arborist') to, for the duration of the works, to supervise the implementation of the Ecological Management and Restoration DWP(s), including monitor, supervision and direct all works affecting or otherwise in close proximity to native vegetation and any exotic trees to be retained.

35.2 Prior to the commencement of site works within 146 Mill Rd, a thorough ecological survey shall be undertaken at 146 Mill Rd by the Nominated Ecologist and Nominated Arborist. This survey will include designation footprint and may include the balance of 146 Mill Road, subject to landowner approval. This survey shall include survey for threatened species and assessment of vegetation within the works footprint and below the proposed bridge. In the event that a threatened species is identified, the record must be documented and appropriate authorities contacted (Auckland Council and Department of Conservation). This triggers the requirement for a Threatened Species Management Plan which must be submitted for approval to the appropriate authorities. A detailed assessment of the vegetation within the footprint and below the proposed bridge must include specific avoidance, mitigation measures and details of appropriate offsets for this area including weed and pest control at 146 Mill Road. These measures must be incorporated into the Ecological Management and Restoration DWP.

35.3 Tree removal work must be undertaken outside of the main part of the bird breeding season (October-February inclusive) to avoid adverse effects on avifauna. Any tree removal works undertaken outside of this period, and particularly between March-May (end of bird breeding season), must trigger the use of a pre works survey carried out by a suitably competent ecologist. If birds are found to be nesting, the tree must be monitored until the bird has moved on and/or chicks fledged, prior to felling.

The tree removal work at 146 Mill Road shall commence only when immediately necessary to construct the bridge, so as to limit exposure to the vegetation that remains. Consideration shall be given to construction of the bridge abutments prior to the topping of canopy species within the remainder of the bridge footprint.

35.4 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions and Ecological Management and Restoration DWP(s) content pertaining to the native vegetation are explained by the nominated botanist to a representative of all contractors or sub-contractors who will be working on site within the close vicinity of that vegetation.

35.5 The Requiring Authority shall minimise the amount of native vegetation that is cleared to the extent practicable. All vegetation clearance shall be undertaken in accordance with the measures set out in the Ecological Management and Restoration DWP(s). Special care shall be taken to minimise the loss of old growth native forest and trees at 38, 134, 146 Mill Road and Murphy's Bush to that which is absolutely necessary for the proposed works. To this end no contractor's yard or any other construction-related facility shall be located within the indigenous vegetation at 38, 134 and 146 Mill Road or Murphys Bush, and any necessary haul roads and crane platforms located within indigenous vegetation shall avoid significant native trees and shall be kept as narrow and small as practicable.

35.6 Following completion of the works at 38 Mill Road the Requiring Authority shall reinstate all haul roads, crane platforms and all other areas cleared of native vegetation by way of appropriate soil reconditioning and revegetation planting with shade tolerant native shrubs and small tree species, in accordance with the Ecological Management and Restoration DWP,

which shall have detailed the means by which this shall be achieved, and including species, size, density and layout, including a planting and maintenance plan. Species selection and density shall be guided by Auckland Council's Draft Indigenous terrestrial and freshwater ecosystems of Auckland (2013). Restoration planting of shrub species shall be at an average of 1m spacing and native grasses at 0.5m spacing using PB3 size plants or larger. Enhancement planting and the placement of canopy species will be dependent upon the species selected but will be at an average of 5-10m apart.

35.7 Following completion of works at 38 Mill Road the Requiring Authority shall legally protect the indigenous vegetation remaining within the new road designation on this property.

35.8 The Requiring Authority shall clearly demarcate the extent of indigenous vegetation clearance prior to its removal, under the supervision of the nominated botanist.

35.9 The Requiring Authority shall undertake mitigation planting to replace any native vegetation that is required to be removed as a result of construction activities, in accordance with the Ecological Management and Restoration DWP(s). This will be at a minimum ratio of 7:1 for kanuka-manuka scrub and 8:1 for mature native vegetation.

35.10 The mitigation and off-setting planting covers a minimum of 2.2 hectares and shall be undertaken in the severance lands that remain within the road designation following completion of the works, as shown in the Mill Road Corridor Project Notice of Requirement for Designation, Volume 2.2 Appendix B – Urban Design and Landscape Study Strips 4 and 5 (AECOM 29 September (2014)).

35.11 All mitigation planting as part of this project must be protected by way of a binding covenant, consent notice or other suitable and effective legal mechanism.

35.12 For a period of five (5) years following completion of construction, or until canopy closure, the Requiring Authority shall undertake weed control and management of all invasive plant pests (as defined by Auckland Council's Regional Pest Management Strategy) within the vegetated areas of the designation and also within the mitigation planting areas for the Project. The methodology for weed control and management of all invasive plant pests within the vegetated areas shall be included in the Ecological Management and Restoration DWP(s).

35.13 The Nominated Ecologist, in consultation with the Nominated Arborist, shall undertake an Ecological Monitoring Programme (EMP) prior to, throughout, and following the construction period, including monitoring of:

- a) Any works within the vicinity of native vegetation that has the potential to impact on that vegetation;
- b) The general health of native vegetation within the designation including soil condition monitoring to ensure good root environment for those trees beneath the bridging structures and monitoring of the vegetation communities present at Totara Park that may be affected by the designation;
- c) Compliance with the clauses of Condition 35 by way of fortnightly inspections and reporting during the construction period;
- d) Post-construction monitoring of the effects of the project will be required for a period of five (5) years to determine any adverse effects and replace plants as required. As a result of monitoring, if the effects of the bridge spanning the bush at 146 Mill Road are considered to be more than minor on native flora and fauna populations, there shall be a requirement for additional offsetting.
- e) the condition of the existing King Ferns in proximity to the proposed works and the stream downstream of works at 146 Mill Road; and
- f) the vegetation beneath the bridge at 146 Mill Road for the purposes of identifying any adverse effects including drying out of the understory and recommending remedial actions.

35.14 If at any stage the monitoring results indicate adverse ecological effects greater than those anticipated by the project, this shall trigger an appropriate management response accordance with the Ecological Management and Restoration DWP(s).

35.15 Any mitigation planting utilising native plants shall use plants genetically sourced from the Manukau Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the neighbouring Hunua Ecological District.

## DESIGNATION 2 AND 3

### Condition 36: Designation 2 Lizard Management Plan

36.1 A Lizard Management Plan (LMP) shall be submitted as part of the Ecological Management and Restoration DWP(s) required by Condition 34. The objective of the LMP is to minimise lizard mortality resulting from construction of the Project and shall have the following objectives:

- a) The population of each species of native lizard present on the site shall be maintained or enhanced, either on site or appropriately translocated; and
- b) The habitats on the site or at the translocation site post development support viable lizard populations for all species present pre-development.

36.2 The LMP shall address the following (as appropriate):

- a) Credentials and contact details of the ecologist/herpetologist who will implement the plan;
- b) Details regarding obtaining the necessary Wildlife Act 1953 permits; and
- c) Timing of the implementation of the LMP.

36.3 The LMP shall also include, but not be limited to, details of search methods to be implemented within the project footprint for identifying arboreal and ground-dwelling lizards prior to any vegetation clearance in the vicinity. Specifically, the LMP must include the following information:

- a) Description of the relocation site;
- b) Any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc;
- c) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to: salvage protocols, relocation protocols, nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols; artificial cover object protocols, and opportunistic relocation protocols. Capture techniques should be determined by the consulting herpetologist and detailed within the LMP;
- d) The LMP must implemented outside of the winter months of June, July and August due to low lizard detectability during the colder months;
- e) Methodology for minimising lizard mortality resulting from construction works associated with the project;
- f) Mechanisms for re-establishing affected lizard habitat within the corridor of works including provision for additional refugia, if required e.g. depositing salvaged logs, wood particles or debris for newly released skinks that have been rescued;
- g) Locations for the potential release of lizards, including details on any weed and pest management to ensure the relocation site is maintained as appropriate habitat;
- h) The methodology for any post-vegetation clearance capture of lizards; and
- i) The methodology for captive management of lizards.

36.4 A suitably qualified and experienced ecologist/herpetologist to oversee the implementation of the LMP shall certify that the works have been carried out according to the approved LMP within two weeks of completion of the vegetation clearance works.

36.5 Upon completion of works, all findings resulting from the implementation of the Lizard Management Plan shall be recorded on an Amphibian and Reptile Distribution Scheme (ARDS) Card and sent to the Department of Conservation. A copy shall be sent to the Auckland Council Team Leader (Central/South) Biodiversity.

#### DESIGNATION 2 AND 3

##### Condition 37: Bat Management Plan

37.1 A Bat Management Plan (BMP), prepared and implemented by a qualified bat ecologist, shall be submitted as part of the Ecological Management and Restoration DWP(s). The objective of the BMP is to minimise bat mortality resulting from construction of the Project. The BMP shall include, but not be limited to:

- a) Details of searching methods to be implemented within the project footprint for identifying bat roost trees prior to any vegetation clearance in the vicinity;
- b) Mechanisms to avoid felling of active bat roost trees where practicable and minimising where practicable bat mortality resulting from construction works associated with the project.
- c) Details on the appropriate procedure to follow in the event of finding alive, dead or injured bats must be included in the BMP. These should be based on recommendations from the Department of Conservation (DOC); and
- d) Details on appropriate lighting to be incorporated into the project design, based on best-practice methodology for minimising effects on bat populations.

37.2 Trees that may contain bats ideally should not be removed from May - October when bats are hibernating or torpid nor during November-January which is the breeding season for long-tailed bats. Where trees need to be felled in these periods the following methodology will be applied:

- a) All trees to be removed within the designation footprint must be clearly marked. Each tree to be removed should be monitored overnight (ensuring sampling at dusk and dawn) via an ABM, for a minimum of 5 days, during which time the dusk temperature must remain above 7°C; and
- b) If bat activity is recorded, tree felling in the area shall not proceed until such activity ceases. Should this take longer than three days, Auckland Council and DOC shall be informed and the appropriate procedure from the BMP shall be implemented.

#### **Contaminated Land**

#### DESIGNATION 1, 2 AND 3

##### Condition 38: Contamination DWP

38.1 A Detailed Site Investigation covering the areas of potential contamination identified in AECOM's Contaminated Land Assessment – Redoubt Road/ Mill Road Corridor (October 2014) shall be undertaken in accordance with the Ministry for the Environment's Contaminated Land Management Guideline Number 1: Reporting on Contaminated Sites in New Zealand (Revised 2011), and Guideline Number 5: Site Investigation and Analysis of Soils (Revised 2011). If the designation is to be given effect to in part (staged), then the site investigation shall only relate to those areas of potential contamination identified in the Contaminated Land Assessment within that stage.

38.2 The Detailed Site Investigation required by Condition 38.1 shall include the site at 1345 Alfriston Road.

- 38.3 A Contamination DWP shall be prepared to manage the adverse effects relating to contaminated land during the construction of the Redoubt Road - Mill Road Corridor Project. If the designation is to be given effect to in part (staged), the DWP need only relate to that part (stage).
- 38.4 The objective of the Contamination DWP is to avoid, remedy or mitigate the adverse effects of construction on human health and environmental impacts which may result from the disturbance of contaminated materials during construction.
- 38.5 To achieve the above objective the following shall be included in the Contamination DWP and implemented as required:
- a) A report detailing the outcomes of the Detailed Site Investigation required by Condition 38.1.
  - b) A health and safety plan that addresses:
    - i) Worker safety in relation to hazardous substances; and
    - ii) Worker training with regard to handling hazardous substances, identifying potentially contaminated soil / material, and notification procedures for discovery of contamination;
  - c) Procedures for how erosion and sediment control measures will manage the effects caused by the removal of contaminated soil/material. The procedures must also be set out in the erosion and sediment control plans required under condition 19.1(b);
  - d) Procedures for how stormwater, dust, and odour control measures will manage the effects caused by the removal of contaminated soil / material;
  - e) Procedures for site characterisation, contaminated soil classification, management and disposal of contaminated soil / material;
  - f) Where any trenches/excavations during civil works are to be sealed as a result of contamination and how this is to be recorded;
  - g) How and which work areas are to be restricted to authorised personnel only and procedures to limit the presence of ignition sources in these areas (e.g. no smoking within or adjacent to construction area, no welding or open flames near areas with high concentrations of hydrocarbon contamination);
  - h) Procedures for the monitoring and management of the removal of contaminated soil / material by a suitably qualified environmental specialist including onsite monitoring of soil, surface water and groundwater quality during construction to ensure that waste is properly classified in order to minimise the risk to site workers, the public and the environment;
  - i) How the placement of re-used contaminated soil / material will be recorded and tracked;
  - j) Where areas for stockpiling and storing contaminated soil / material will be established on the construction site and the procedures for managing the containment of the contaminated soil / material in these areas; and
  - k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how the general public are to be communicated with on the management of the adverse effects relating to the removal of contaminated soil / material.

## **Air Quality**

### DESIGNATION 1, 2 AND 3

#### Condition 39: Air Quality DWP

- 39.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Redoubt Road - Mill Road Corridor Project or any part of it (if staged).
- 39.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.
- 39.3 To achieve the above objective measures shall be included in the Air Quality DWP that, so far as practicable, seek to:



- a) Reduce the odour, dust or fumes arising as a result of construction of the project at any point within 100 m that borders a highly sensitive air pollution land use; and
- b) Ensure that the 24-hour average concentration, measured midnight to midnight, of Total Suspended Particulate (TSP) at any point within 100 m of the designation boundary that borders a highly sensitive air pollution land use does not exceed 80 micrograms per cubic metre ( $\mu\text{g}/\text{m}^3$ ).

39.4 The Air Quality DWP shall, as a minimum, address the following:

- a) Description of the works, anticipated equipment/processes and durations;
- b) Periods of time when emissions of odour, dust or fumes might arise from construction activities;
- c) Identification of highly sensitive air pollution land uses likely to be adversely affected by emissions of odour, dust or fumes from construction activities;
- d) Methods for mitigating dust emitted from construction yards, haul roads, stock-piles and construction site exits used by trucks, potentially including the use of vacuum sweeping, watersprays or wheel washes for trucks;
- e) Methods for mitigating odour that may arise from ground disturbing construction activities;
- f) Methods for maintaining and operating construction equipment and vehicles in order to seek to minimise visual emissions of smoke from exhaust tailpipes;
- g) Methods for undertaking and reporting (to council) on the results of daily inspections of construction activities that might give rise to odour, dust or fumes;
- h) Methods for monitoring and reporting (to council) on the state of air quality during construction, including Total Suspended Particulate, wind speed, wind direction, air temperature and rainfall;
- i) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities and handling complaints about odour, dust or fumes;
- j) Construction operator training procedures on mitigation of odour, dust or fumes; and
- k) Contact numbers for key construction staff, staff responsible for managing air quality during construction and council officers.

### **Specific Design Requirements**

#### DESIGNATION 1, 2 AND 3

##### Condition 40

- 40.1 The bridge structure spanning the bush referred to as Cheesman's bush (146 Mill Road) shall be constructed without piers or other bridge support structures between the abutments (NoR 3 only).
- 40.2 Provision shall be made where it is safe and practicable for an effective means of separation between the carriageway and cyclists along the entire length of the corridor. Options to consider may include the use of planted or raised medians and the reconfiguration of the road cross section such that the lighting column/street tree planting berm is located between the carriageway and cycleway.
- 40.3 Provision shall be made for pedestrian-friendly crossing points at appropriate, safe and practicable locations where the corridor is bounded on both sides by Urban / Future Urban land and adjacent to Totara Park. Options to consider are to include the introduction of pedestrian refuges, contrasting carriageway paving materials to reinforce pedestrian priority, and footbridges (where pedestrian crossovers cannot be integrated into signalised intersections). Where pedestrian crossing points are at-grade with the cycle lane it should be ensured that safety for pedestrians and cyclists and the operation of the cycle lane are not compromised.
- 40.4 Directional information from the Alfriston-Mill Road intersection roundabout, and from where the Mill Road corridor reconnects to existing Mill Road, to the child care centre at 310

Mill Road.

Prior to the existing Mill Road being closed for access south of the Alfriston Road intersection as required to commence construction for the relevant section of the Redoubt Road – Mill Road Corridor Project (NOR 3) the requiring authority shall install two directional signs in accordance with ATCOP and/or AT's Approach to Acknowledged Direction, Service & General Guide Signs (or equivalent standard) identifying the child care centre at 310 Mill Road. Should the child care centre no longer be in operation at 310 Mill Road at this time then this signage will no longer be considered necessary.

- 40.5 All stormwater wetlands are to be designed in collaboration with a landscape architect. The stormwater wetland designs are to be submitted as part of the Urban Design and Landscape DWP required by condition 31.2.
- 40.6 As part of detailed design, and in consultation with the landowner, the requiring authority shall investigate opportunities to limit land take, limit removal of landscape plantings and provide suitable access in relation to 208 Redoubt Road.
- 40.7 At the time NoR 3 is constructed the Requiring Authority shall consider providing a slip lane along the existing part of Mill Road south of Alfriston Road, with direct access to the new road alignment. In making its decision the Requiring Authority shall consider:
- a) The extent of existing and likely further demand for a slip lane as a result of urban development in the immediate and wider area;
  - b) The impact of traffic flows along Mill Road;
  - c) Alternative intersection types including a roundabout or the use of traffic signals and the safety and efficiency of the intersections; and
  - d) The benefits of a slip lane for individual properties (including 310 Mill Road) as well as the interests of other stakeholders, including Alfriston School.
- 40.8 For Murphys Road, stormwater infrastructure, where practicable shall be located within the road reserve, adopt water sensitive design principles in accordance with the Proposed Auckland Unitary Plan Stormwater Management Area Flow 1 requirements any relevant Network Discharge Consent and the Stormwater Code of Practice.
- 40.9 The final design of the carriage way shall enable future access from 1345 Alfriston Road, Alfriston (being Part Lot 2 DP 12981 comprised in NA7D/12) to the Mill Road corridor, Alfriston Road, and the existing Mill Road generally in accordance with Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016, which includes:
- a) In the case of the land to the east of the Mill Road corridor ("the Eastern Block"):
    - i) One left out left in access onto the Mill Road corridor to and from the Eastern Block.
    - ii) One full access from the Eastern Block to the existing Mill Road.
  - b) In the case of the land to the west of the Mill Road corridor ("the Western Block"):
    - i) One left out left in access between the Western Block and the Mill Road corridor.
    - ii) One full access onto Alfriston Road from the Western Block set back a minimum distance of 70 metres from the western approach limit line of the Alfriston Road Mill Road intersection.
  - c) The existing Mill Road reconnecting to the Mill Road corridor with a left out left in connection heading in a southern direction.

**Advice note:**

The owner of the land at 1345 Alfriston Road has sought that provision be made for access to that site as part of the designation confirmation process. Any such access and site development will require resource consent. The Requiring Authority considers that access can be achieved to 1345 Alfriston Road without compromising the safe and efficient operation of the new road, although it cannot provide a conclusive assurance or assessment

until such time as a resource consent is sought for the access and site development and sufficient details are available to enable a final assessment.

### **Operational Traffic Noise**

#### DESIGNATION 1, 2 AND 3

##### Condition 41

41.1 For the purposes of Conditions 41–53 the following terms will have the following meanings:

- a) BPO – means the Best Practicable Option.
- b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010.
- c) Habitable Space – has the same meaning as in NZS 6806:2010.
- d) Noise Assessment - means the Road-traffic Noise Assessment Report in accordance with Condition 42.
- e) Noise Criteria Categories – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, i.e. Category A – primary noise criterion, Category B – secondary noise criterion and Category C internal noise criterion.
- f) NZS 6806:2010 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads.
- g) PPFs - has the same meaning as in NZS 6806:2010 for the purpose of the preparation of the Noise Assessment. Once a Noise Assessment has been prepared in accordance with Condition 42, PPFs means only the premises and facilities identified in green, orange or red in the Noise Assessment.
- h) Structural Mitigation – has the same meaning as in NZS 6806:2010.

#### DESIGNATION 1, 2 AND 3

##### Condition 42

42.1 The Requiring Authority shall appoint a suitably qualified acoustics specialist to confirm the indicative BPO mitigation options set out in the Noise and Vibration Assessment (dated 19 March 2015) in Attachment 3 of the Response to Feedback to Council. No later than 6 months prior to construction starting for a project stage, the Requiring Authority shall submit to the Council a Road-traffic Noise Assessment Report ('Noise Assessment') detailing the assessment process, 'Selected Options' for noise mitigation, and the Noise Criteria Categories for all PPFs ('Identified Categories') that achieve, at a minimum, the same Noise Criteria Categories as for the indicative BPO mitigation options of the Noise and Vibration Assessment (dated 19 March 2015). The Requiring Authority shall implement the Selected Options for noise mitigation identified in the Noise Assessment as part of the Project, in order to achieve the Identified Categories where practicable, subject to Conditions 43 – 53 below.

42.2 The Noise Assessment shall only consider those PPF's existing on the date the Notice of Requirement was served on Auckland Council (24 October 2014).

#### DESIGNATION 1, 2 AND 3

##### Condition 1, 2 and 3

43.1 The design of the Structural Mitigation or building mitigation measures in the Selected Options (the 'Detailed Mitigation Options') shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, and, subject to Condition 44, shall include, as a minimum, the following:

- a) Building modification or structural mitigation measures (such as noise fences) in

accordance with the Noise Assessment; and

b) Low-noise road surfaces-materials on the carriageways of the Project, except where not practicable for engineering or safety reasons, in accordance with the Noise Assessment.

#### DESIGNATION 1, 2 AND 3

##### Condition 44

44.1 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the Selected Options either:

a) if the design of the Structural Mitigation measure could be changed and would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified specialist certifies to the Council that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or

b) if changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C, but the Council confirms that the changed Structural Mitigation would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.

#### DESIGNATION 1, 2 AND 3

##### Condition 45

45.1 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project stage, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction.

#### DESIGNATION 1, 2 AND 3

##### Condition 46

46.1 Prior to construction of the Project stage, a suitably qualified acoustics specialist shall identify those PPFs which following implementation of all the Structural Mitigation included in the Detailed Mitigation Options are not in Noise Criteria Categories A or B and where the internal noise level would be greater than 45 dB LAeq(24h) ('Category C Buildings'). For these Category C Buildings, Building Modification Mitigation may be required to achieve 40 dB LAeq(24h) inside habitable spaces.

#### DESIGNATION 1, 2 AND 3

##### Condition 47

47.1 Prior to commencement of construction of the Project stage in the vicinity of a Category C Building, the requiring authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

47.2 If the owner(s) of the Category C Building approves the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition 47.1), then no more than 12 months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the

building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

#### DESIGNATION 1, 2 AND 3

##### Condition 48

48.1 Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition 47 above where:

- a) The Requiring Authority (through its acoustics specialist) has visited the building; or
- b) The owner of the Category C Building approved the Requiring Authority's access, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
- c) The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Condition 47.2 including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition 47.1 within that period)); or
- d) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Category C Building.

#### DESIGNATION 1, 2 AND 3

##### Condition 49

49.1 Subject to Condition 48, within six months of the assessment required under Condition 47.2 the Requiring Authority shall give written notice to the owner of each Category C Building:

- a) Advising of the options available for Building-Modification Mitigation to the building; and
- b) Advising that the owner has three months within which to decide whether to accept Building- Modification Mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise which of those options the owner prefers.

#### DESIGNATION 1, 2 AND 3

##### Condition 50

50.1 Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented (including the Requiring Authority obtaining any third party authorisations required to implement the mitigation) in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

#### DESIGNATION 1, 2 AND 3

##### Condition 51

51.1 Subject to Condition 48, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition 50 above where:

- a) The Requiring Authority has completed Building-Modification Mitigation to the Category C Building; or
- b) The owner of the Category C Building did not accept the Requiring Authority's offer to implement Building- Modification Mitigation prior to the expiry of the timeframe stated in Condition 47.2 above (including where the owner did not respond to the Requiring Authority within that period); or

c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

#### DESIGNATION 1, 2 AND 3

##### Condition 52

52.1 The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation measures retain their noise reduction performance.

#### DESIGNATION 1, 2 AND 3

##### Condition 53

53.1 No more than 6 months after the final road surface required by Condition 45 has been laid, on the Project stage, the Requiring Authority shall appoint a suitably qualified acoustics specialist to undertake monitoring of operational noise at a minimum of 2 locations per project stage (minimum of 5 locations in total along the entire Project length) to confirm that operational noise levels from the Project meet the noise criteria categories set out in the Noise Assessment. Results of the surveys shall be adjusted for traffic volume in the design year. If the adjusted results of the surveys show that PPFs receive noise levels in a noise criteria category that is greater than set out in the Noise Assessment (e.g. from Category A to Category B), the Requiring Authority shall carry out mitigation to attenuate the noise generated by the Project to within the category levels specified in the Noise Assessment.

#### DESIGNATION 1, 2 AND 3

##### Condition 54

54.1 Auckland Transport will, as soon as reasonably practicable, provide the owners of 116 Ranfurly Road with the noise contours for 116 Ranfurly Road which will be modelled on the basis that the Best Practicable Option (the BPO) is to be implemented.

54.2 Auckland Transport will meet the noise contours provided to the owners of 116 Ranfurly Road under condition 54.1 when the road is constructed.

54.3 Any future dwellings or buildings on the balance land at 116 Ranfurly Road will be designed so that suitable internal noise levels are achieved based on the noise contours provided by Auckland Transport under condition 54.1.

54.4 Auckland Transport will carry out an analysis of the BPO and implement this at Outline Plan of Works stage no more than 12 months before commencement of construction, but this will be limited to assessing the need for additional structural mitigation in the corridor adjacent to 116 Ranfurly Road.

54.5 Auckland Transport will not oppose future development of the balance land at 116 Ranfurly Road that is consistent with its Future Urban zoning under the Unitary Plan, subject to the right for Auckland Transport to provide traffic engineering input into an assessment of the adequacy of any access design. This does not constrain or prevent Auckland Transport from refusing to provide its approval to development of 116 Ranfurly Road under section 176 of the Resource Management Act 1991 or section 71 of the Public Works Act 1981 (as the case may be).

## **Advice Notes:**

### DESIGNATION 1, 2 AND 3

#### AN1

The Requiring Authority is required to submit an application to Heritage New Zealand for an archaeological authority to modify or destroy the whole or any part of any archaeological site or sites within a specified area of land, whether or not a site is a recorded archaeological site (Heritage New Zealand Pouhere Taonga Act 2014 Section 44(a)) in advance of earthworks commencing in the area where the archaeological site is located within the proposed corridor. An Authority would establish procedures to ensure that for any archaeological remains affected by the project would be investigated or recorded to recover information relating to the history of the area.

In the event of unanticipated archaeological sites, taonga (artefacts) or koiwi (human remains) being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with the Heritage New Zealand and relevant iwi interests.

### DESIGNATION 1, 2 AND 3

#### AN2

The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 land acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

### DESIGNATION 1, 2 AND 3

#### AN3

Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with Condition 5 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

### DESIGNATION 1, 2 AND 3

#### AN4

Under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Redoubt Road - Mill Road Corridor Project without the written approval of the Requiring Authority.

### DESIGNATION 1, 2 AND 3

#### AN5

Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

## Attachments

No attachments.



## 1837 Ponga Road and Ōpāheke Road Upgrade

Designation Number	1837
Requiring Authority	Auckland Transport
Location	Ponga Road and Ōpāheke Road from Jack Paterson Road intersection to Settlement Road intersection.
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

## Purpose

Construction, operation and maintenance of an arterial transport corridor.

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
<b>Activity sensitive to noise</b>	An activity sensitive to noise is any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
<b>AUP</b>	Auckland Unitary Plan
<b>ARI</b>	Annual Recurrence Interval
<b>Average increase in flood hazard</b>	Flow depth times velocity.
<b>BPO or Best Practicable Option</b>	Has the same meaning as in section 2 of the RMA 1991
<b>CEMP</b>	Construction Environmental Management Plan
<b>Certification of material changes to management plans and CNVMP Schedules</b>	Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates. A material change to a management plan or CNVMP Schedule shall be deemed certified: (a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or

	<p>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</p> <p>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</p>
<b>CNVMP</b>	Construction Noise and Vibration Management Plan
<b>CNVMP Schedule or Schedule</b>	A schedule to the CNVMP
<b>Completion of Construction</b>	When construction of the project (or part of the project) is complete and it is available for use.
<b>Construction Works</b>	Activities undertaken to construct the project excluding Enabling Works.
<b>Council</b>	Auckland Council
<b>CPTED</b>	Crime prevention through environmental design
<b>CTMP</b>	Construction Traffic Management Plan
<b>Enabling works</b>	<p>Includes, but is not limited to, the following and similar activities:</p> <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments);</li> <li>• archaeological site investigations;</li> <li>• formation of access for geotechnical investigations;</li> <li>• establishment of site yards, site entrances and fencing;</li> <li>• constructing and sealing site access roads;</li> <li>• demolition or removal of buildings and structures;</li> <li>• relocation of services; and</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
<b>Existing authorised habitable floor</b>	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
<b>Flood prone area</b>	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
<b>Habitable floor level that has existing flooding</b>	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
<b>HHMP</b>	Historic Heritage Management Plan
<b>HNZPT</b>	Heritage New Zealand Pouhere Taonga
<b>HNZPTA</b>	Heritage New Zealand Pouhere Taonga Act 2014

<b>Manager</b>	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
<b>Maximum Probable Development</b>	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
<b>MID</b>	Maintenance in Design
<b>Network Utility Operator</b>	Has the same meaning as set out in section 166 of the RMA
<b>NOR</b>	Notice of Requirement
<b>NUMP</b>	Network Utilities Management Plan
<b>NZAA</b>	New Zealand Archaeological Association
<b>NZTM</b>	New Zealand Transverse Mercator [coordinates system]
<b>Outline Plan</b>	An outline plan prepared in accordance with section 176A of the RMA.
<b>Project Liaison Person</b>	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works.
<b>Pre-project development</b>	Existing site condition prior to the project (including existing buildings and roadways).
<b>Post-project development</b>	Site condition after the project has been completed (including existing and new buildings and roadways).
<b>Requiring Authority</b>	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
<b>RMA</b>	Resource Management Act (1991)
<b>SCEMP</b>	Stakeholder Communication and Engagement Management Plan
<b>SID</b>	Safety in Design
<b>Stage of Work</b>	Any physical works that require the development of an Outline Plan.
<b>Start of Construction</b>	The time when Construction Works (excluding Enabling Works) start.
<b>Suitably Qualified and Experienced Person</b>	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
<b>ULDMP</b>	Urban and Landscape Design Management Plan

<b><u>General Conditions</u></b>	
<b>1.</b>	<p><b>Activity in General Accordance with Plans and Information</b></p> <p>(a) Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.</p> <p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project Description and Concept Plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and</li> <li>(ii) the Project Description and Concept Plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
<b>2.</b>	<p><b>Project Information</b></p> <p>(a) A Project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) a subscription service to enable receipt of project updates by email; and</li> <li>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the Project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
<b>3.</b>	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>

4.	<p><b>Lapse</b></p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</p>
5.	<p><b>Network Utility Operators (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul> <p>(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.</p>
<b><u>Pre-construction Conditions</u></b>	
6.	<p><b>Outline Plan(s)</b></p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan;</li> <li>(vi) Historic Heritage Management Plan; and</li> <li>(vii) Tree Management Plan.</li> </ul>
7.	<p><b>Management Plans</b></p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 25);</li> <li>(ii) be prepared by a Suitably Qualified and Experienced Person(s);</li> <li>(iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> </ul>

	<ul style="list-style-type: none"> <li>(iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why;</li> </ul> </li> <li>(v) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(vi) once finalised, uploaded to the project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation;</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and</li> <li>(iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision.</li> </ul> <p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><b><i>Advice Note:</i></b> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p><b>8.</b></p>	<p><b>Cultural Advisory Report</b></p> <ul style="list-style-type: none"> <li>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</li> <li>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that: <ul style="list-style-type: none"> <li>(i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) identifies traditional cultural practices within the area that may be impacted by the Project;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and</li> <li>(vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making.</li> </ul> <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> <li>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul>
<p><b>9.</b></p>	<p><b>Urban and Landscape Design Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) A ULDMMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the ULDMMP(s) is to: <ul style="list-style-type: none"> <li>(i) enable integration of the project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment.</li> </ul> </li> <li>(c) The ULDMMP shall be prepared in general accordance with: <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> </li> <li>(d) To achieve the objective, the ULDMMP(s) shall provide details of how the project:</li> </ul>

	<ul style="list-style-type: none"> <li>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul>
<p><b>10.</b></p>	<ul style="list-style-type: none"> <li>(a) The ULDMP(s) shall include: <ul style="list-style-type: none"> <li>(i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> <li>A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</li> <li>B. roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> <li>D. architectural and landscape treatment of noise barriers;</li> <li>E. landscape treatment of permanent stormwater control wetlands and swales;</li> <li>F. integration of passenger transport;</li> <li>G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</li> <li>H. historic heritage places with reference to the HHMP in Condition 23; and</li> </ul> </li> </ul> </li> </ul>



	<p>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</p>
<p>11.</p>	<p>(a) The ULDMMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan in Condition 24. Where practicable, mature trees and native vegetation should be retained;</p> <p>B. street trees, shrubs and ground cover suitable for berms;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>F. re-instatement planting of construction and site compound areas as appropriate.</p> <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <p>A. weed control and clearance;</p> <p>B. pest animal management (to support plant establishment);</p> <p>C. ground preparation (top soiling and decompaction);</p> <p>D. mulching; and</p> <p>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species;</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMMP.</p> <p><b><u>Advice Note:</u></b></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>

<p><b>12.</b></p>	<p><b>Flood Hazard</b></p> <p>(a) Where relevant to the Stage of Work, the project shall be designed to demonstrate that the Mangapū Stream (Symonds Stream) generally located at NZTM 1775480, 5893662 and shown in Schedule 1 shall be crossed by a bridge.</p> <p>(b) The project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas; and</li> <li>(v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</li> </ul> <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100-year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
<p><b>13.</b></p>	<p><b>Existing Property Access</b></p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<p><b><u>Construction Conditions</u></b></p>	
<p><b>14.</b></p>	<p><b>Construction Environmental Management Plan</b></p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any</p>

	<p>adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p> <ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(viii) procedures for incident management;</li> <li>(ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;</li> <li>(x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xi) procedures for responding to complaints about Construction Works; and</li> <li>(xii) methods for amending and updating the CEMP as required.</li> </ul>
<p><b>15.</b></p>	<p><b>Stakeholder Communication and Engagement Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include: <ul style="list-style-type: none"> <li>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>(iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</li> <li>(iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with;</li> <li>(v) Identification of the properties whose owners will be engaged with;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and</li> <li>(vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<p><b>16.</b></p>	<p><b>Complaints Register</b></p> <ul style="list-style-type: none"> <li>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include: <ul style="list-style-type: none"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> </li> <li>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</li> </ul>
<p><b>17.</b></p>	<p><b>Cultural Monitoring Plan</b></p> <ul style="list-style-type: none"> <li>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua.</li> <li>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</li> <li>(c) The Cultural Monitoring Plan shall include: <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of any accidental discovery protocols under Condition 23.</li> </ul> <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b><u>Advice Note</u></b></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p><b>18.</b></p>	<p><b>Construction Traffic Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include: <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on all road users;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</li> <li>(vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> <li>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site</li> </ul> </li> </ul>

exit points and the timely removal of any material deposited or spilled on public roads; and  
 (viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).

**19. Construction Noise Standards**

(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

**Table 19.1: Construction noise standards**

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
<b>Occupied activity sensitive to noise</b>			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Other occupied buildings</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 22 shall apply.

**20. Construction Vibration Standards**

- (a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 20.1 Construction vibration criteria**

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

*\*Category A criteria adopted from Rule E25.6.30.1 of the AUP*

*\*\*Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime*

- (b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.

**21. Construction Noise and Vibration Management Plan**

- (a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) A CNVMP shall be implemented during the Stage of Work to which it relates.
- (c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:
- (i) description of the works and anticipated equipment/processes;
  - (ii) hours of operation, including times and days when construction activities would occur;

	<ul style="list-style-type: none"> <li>(iii) the construction noise and vibration standards for the project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) contact details of the project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;</li> <li>(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x));</li> <li>(xii) procedures for: <ul style="list-style-type: none"> <li>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and</li> <li>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and</li> </ul> </li> <li>(xiii) requirements for review and update of the CNVMP.</li> </ul>
<p><b>22.</b></p>	<p><b>Schedule to a CNVMP</b></p> <ul style="list-style-type: none"> <li>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when: <ul style="list-style-type: none"> <li>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed:</li> </ul> </li> </ul>



	<p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 22(a) and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<p><b>23.</b></p>	<p><b>Historic Heritage Management Plan</b></p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <p>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</p>

	<ul style="list-style-type: none"> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Project Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project.</li> <li>(vii) methods for the removal and storage of the stone marking of the World War II Ōpāheke East Camp during project works and identification of a suitable location to place it once project works are complete, in consultation with parties involved in the erection of the stone in its existing location;</li> <li>(viii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version;</li> <li>(ix) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(x) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access.</li> </ul> </li> <li>(xi) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>(xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and</li> </ul>
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	<p>Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice Note:</b></p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>
<p><b>24.</b></p>	<p><b>Tree Management Plan</b></p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 2.</p> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> <li>(i) confirm that the trees listed in Schedule 2 still exist; and</li> <li>(ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 2. This may include: <ul style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 11);</li> <li>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul>
<p><b>25.</b></p>	<p><b>Network Utility Management Plan</b></p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; and</li> </ul>

	<p>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</p> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
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**Operational Conditions**

<b>26.</b>	<p><b>Low Noise Road Surface</b></p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) The volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 26(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
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## Attachments

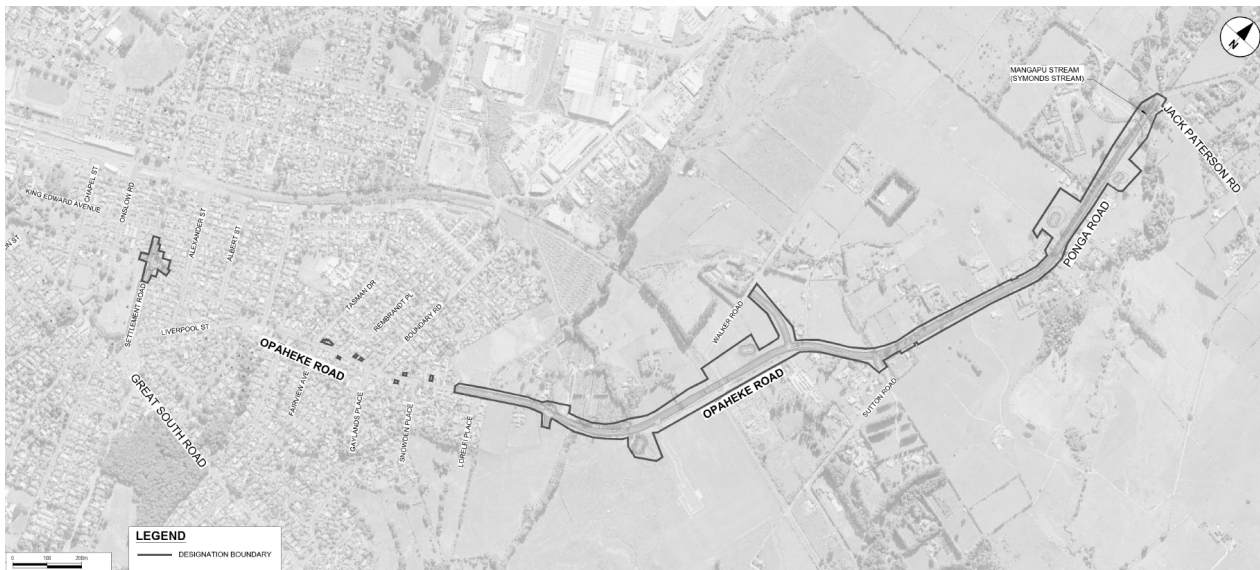
### Schedule 1: General Accordance Plans and Information

#### Project Description

The proposed work is the construction, operation and maintenance of an arterial transport corridor in Ōpāheke along Ponga Road and Ōpāheke Road from Jack Paterson Road to Settlement Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An updated transport corridor with two lanes and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads including a new connection between Walker Road and Ōpāheke Road; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

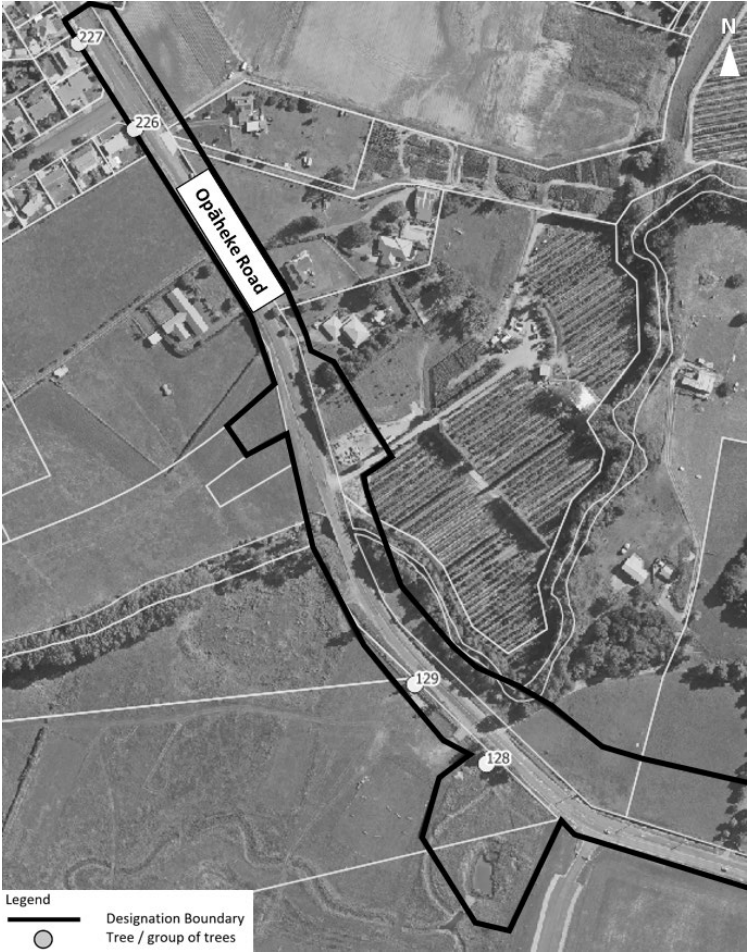
#### Concept Plan



## Schedule 2: Trees to be Included in the Tree Management Plan

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
128	Tree group	4	Taxodium distichum	Within 165 Opaheke Road (Part Allot 52 PSH OF Opaheke) adjacent to the road corridor	Road
129	Tree group	3	Taxodium distichum, Cryptomeria japonica	Within 165 Opaheke Road (Part Allot 52 PSH OF Opaheke) adjacent to the road corridor	Road
130	Tree group	4	Populus nigra	West of Hays Stream Bridge within riparian margin	Open space, Riparian
226	Tree group	4	Betula pendula, Knightia excelsa, Michelia figo, Schinus terebinthifolius	Within the Opaheke Road road corridor outside 2 Lorelei Place (Lot 4 DP 83044)	Road
227	Single Tree	1	Fraxinus angustifolia subsp. oxycarpa 'Raywood'	Within the Opaheke Road road corridor outside 97 Opaheke Road (Lot 1 DP 83044)	Road

**Tree Location Plan**



## 1838 Waihoehoe Road East Upgrade

Designation Number	1838
Requiring Authority	Auckland Transport
Location	Waihoehoe Road east of Fitzgerald Road to Drury Hills Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.

## Purpose

Construction, operation and maintenance of an arterial transport corridor.

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
<b>Activity sensitive to noise</b>	An activity sensitive to noise is any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
<b>AUP</b>	Auckland Unitary Plan
<b>ARI</b>	Annual Recurrence Interval
<b>Average increase in flood hazard</b>	Flow depth times velocity.
<b>BPO or Best Practicable Option</b>	Has the same meaning as in section 2 of the RMA 1991.
<b>CEMP</b>	Construction Environmental Management Plan
<b>Certification of material changes to management plans and CNVMP Schedules</b>	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"><li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</li><li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</li></ul>



	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
<b>CNVMP</b>	Construction Noise and Vibration Management Plan
<b>CNVMP Schedule or Schedule</b>	A schedule to the CNVMP
<b>Completion of Construction</b>	When construction of the project (or part of the project) is complete and it is available for use.
<b>Construction Works</b>	Activities undertaken to construct the project excluding Enabling Works.
<b>Council</b>	Auckland Council
<b>CPTED</b>	Crime prevention through environmental design
<b>CTMP</b>	Construction Traffic Management Plan
<b>Enabling works</b>	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments);</li> <li>• archaeological site investigations;</li> <li>• formation of access for geotechnical investigations;</li> <li>• establishment of site yards, site entrances and fencing;</li> <li>• constructing and sealing site access roads;</li> <li>• demolition or removal of buildings and structures;</li> <li>• relocation of services; and</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
<b>Existing authorised habitable floor</b>	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
<b>Flood prone area</b>	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
<b>Habitable floor level that has existing flooding</b>	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
<b>HHMP</b>	Historic Heritage Management Plan
<b>HNZPT</b>	Heritage New Zealand Pouhere Taonga
<b>HNZPTA</b>	Heritage New Zealand Pouhere Taonga Act 2014
<b>Manager</b>	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
<b>Maximum Probable Development</b>	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
<b>MID</b>	Maintenance in Design

<b>Network Utility Operator</b>	Has the same meaning as set out in section 166 of the RMA
<b>NOR</b>	Notice of Requirement
<b>NUMP</b>	Network Utilities Management Plan
<b>NZAA</b>	New Zealand Archaeological Association
<b>Outline Plan</b>	An outline plan prepared in accordance with section 176A of the RMA.
<b>Project Liaison Person</b>	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works.
<b>Pre-project development</b>	Existing site condition prior to the project (including existing buildings and roadways).
<b>Post-project development</b>	Site condition after the project has been completed (including existing and new buildings and roadways).
<b>Requiring Authority</b>	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
<b>RMA</b>	Resource Management Act (1991)
<b>SCEMP</b>	Stakeholder Communication and Engagement Management Plan
<b>SID</b>	Safety in Design
<b>Stage of Work</b>	Any physical works that require the development of an Outline Plan.
<b>Start of Construction</b>	The time when Construction Works (excluding Enabling Works) start.
<b>Suitably Qualified and Experienced Person</b>	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
<b>ULDMP</b>	Urban and Landscape Design Management Plan

<b>General Conditions</b>	
<b>1.</b>	<b>Activity in General Accordance with Plans and Information</b>
(a)	Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.
(b)	Where there is inconsistency between: <ul style="list-style-type: none"> <li>(i) the Project Description and Concept Plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and</li> </ul>

	<p>(ii) the Project Description and Concept Plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</p>
<b>2.</b>	<p><b>Project Information</b></p> <p>(a) A Project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) a subscription service to enable receipt of project updates by email; and</li> <li>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the Project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
<b>3.</b>	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>4.</b>	<p><b>Lapse</b></p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
<b>5.</b>	<p><b>Network Utility Operators (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul>

	(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
<b>Pre-construction Conditions</b>	
<b>6.</b>	<b>Outline Plan(s)</b>
	<p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan; and</li> <li>(vi) Historic Heritage Management Plan.</li> </ul>
<b>7.</b>	<b>Management Plans</b>
	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 24);</li> <li>(ii) be prepared by a Suitably Qualified and Experienced Person(s);</li> <li>(iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:</li> <li>(v) been incorporated; and</li> <li>(vi) where not incorporated, the reasons why;</li> <li>(vii) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(viii) once finalised, uploaded to the project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation;</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and</li> <li>(iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision.</li> </ul>

	<p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><b>Advice Note:</b> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<b>8.</b>	<p><b>Cultural Advisory Report</b></p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> <li>(i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) identifies traditional cultural practices within the area that may be impacted by the Project;</li> <li>(iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and</li> <li>(vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making.</li> </ul> <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> <li>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul>
<b>9.</b>	<p><b>Urban and Landscape Design Management Plan</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p>

	<p>(b) The objective of the ULDMP(s) is to:</p> <ul style="list-style-type: none"> <li>(i) enable integration of the project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment.</li> </ul> <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. 0BCrime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. 1BSafety in Design (SID) requirements; and</li> <li>C. 2BMaintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul>
10.	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> <li>A. 3Broad design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil</li> </ul> </li> </ul>

	<p>disposal sites, median width and treatment, roadside width and treatment;</p> <p>B. 4Broadside elements – such as lighting, fencing, wayfinding and signage;</p> <p>C. 5Barchitectural and landscape treatment of all major structures, including bridges and retaining walls;</p> <p>D. 6Barchitectural and landscape treatment of noise barriers;</p> <p>E. 7Bandscape treatment of permanent stormwater control wetlands and swales;</p> <p>F. 8Bintegration of passenger transport;</p> <p>G. 9Bpedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</p> <p>H. 10Bhistoric heritage places with reference to the HHMP in Condition 23; and</p> <p>I. 11Bre-instatement of construction and site compound areas, driveways, accessways and fences.</p>
<p>11.</p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <p>(i) planting design details including:</p> <p>A. street trees, shrubs and ground cover suitable for berms;</p> <p>B. where practicable, mature trees and native vegetation should be retained;</p> <p>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</p> <p>D. planting of stormwater wetlands;</p> <p>E. integration of any planting requirements required by conditions of any resource consents for the project; and</p> <p>F. re-instatement planting of construction and site compound areas as appropriate.</p> <p>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</p> <p>(iii) detailed specifications relating to the following:</p> <p>A. 12Bweed control and clearance;</p> <p>B. 13Bpest animal management (to support plant establishment);</p> <p>C. 14Bground preparation (top soiling and decompaction);</p> <p>D. 15Bmulching; and</p> <p>E. 16Bplant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species;</p> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><b>Advice Note:</b>  <i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road</i></p>

	<p><i>widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i></p>
<b>12.</b>	<p><b>Flood Hazard</b></p> <p>(a) The project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas; and</li> <li>(v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</li> </ul> <p>(b) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100-year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(c) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
<b>13.</b>	<p><b>Existing Property Access</b></p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<b>Construction Conditions</b>	
<b>14.</b>	<p><b>Construction Environmental Management Plan</b></p> <p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p>



	<ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(viii) procedures for incident management;</li> <li>(ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to watercourses;</li> <li>(x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xi) procedures for responding to complaints about Construction Works; and</li> <li>(xii) methods for amending and updating the CEMP as required.</li> </ul>
<p><b>15.</b></p>	<p><b>Stakeholder Communication and Engagement Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include: <ul style="list-style-type: none"> <li>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>(iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</li> <li>(iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with;</li> <li>(v) identification of the properties whose owners will be engaged with;</li> <li>(vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and</li> <li>(vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> </li> </ul>

	(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.
<b>16.</b>	<p><b>Complaints Register</b></p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
<b>17.</b>	<p><b>Cultural Monitoring Plan</b></p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of any accidental discovery protocols under Condition 23.</li> </ul> <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone</p>

	<p>Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b></p> <p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p><b>18.</b></p>	<p><b>Construction Traffic Management Plan</b></p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on all road users;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</li> <li>(vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> <li>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).</li> </ul>

**19. Construction Noise Standards**

(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

**Table 19.1: Construction noise standards**

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
<b>Occupied activity sensitive to noise</b>			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Other occupied buildings</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 22 shall apply.

**20. Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 20.1 Construction vibration criteria**

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

	<p>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>**Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>
<p><b>21.</b></p>	<p><b>Construction Noise and Vibration Management Plan</b></p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) contact details of the project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;</li> <li>(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x));</li> <li>(xii) procedures for: <ul style="list-style-type: none"> <li>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and</li> </ul> </li> </ul>

	<p>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
<b>22.</b>	<p><b>Schedule to a CNVMP</b></p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 22(a) and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<b>23.</b>	<p><b>Historic Heritage Management Plan</b></p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p>

	<p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version;</li> <li>(viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access.</li> </ul> </li> <li>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage;</li> <li>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</li> </ul>
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	<p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice Note:</b>  <i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP</i></p>
<p><b>24.</b></p>	<p><b>Network Utility Management Plan</b></p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; and</li> <li>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<p><b>Operational Conditions</b></p>	
<p><b>25.</b></p>	<p><b>Low Noise Road Surface</b></p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within 12 months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) The volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> </ul>



	<ul style="list-style-type: none"> <li>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
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## Attachments

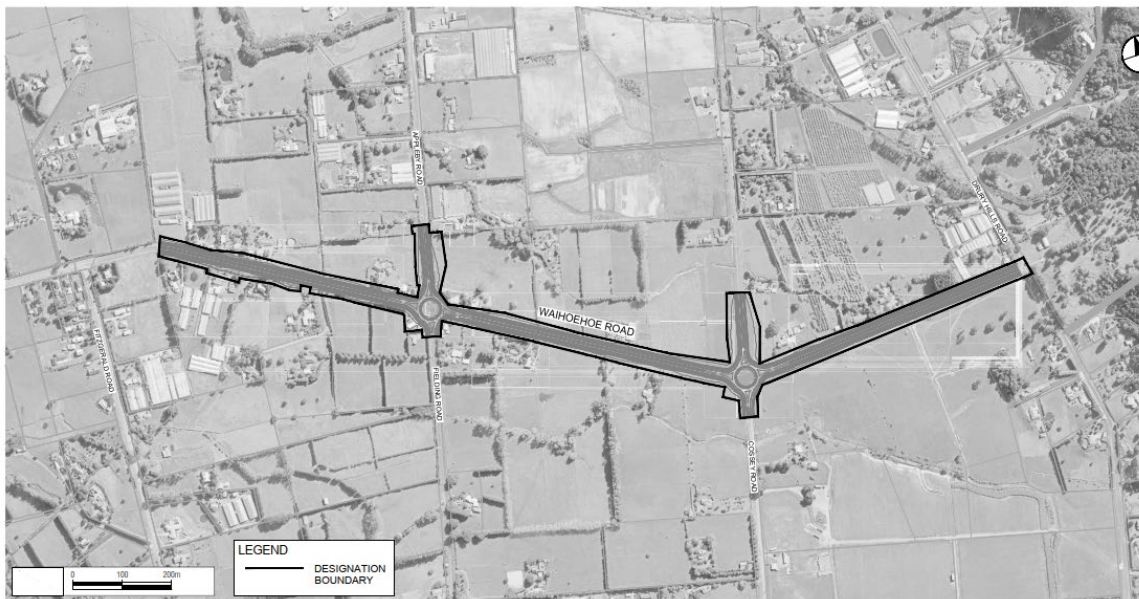
### Schedule 1: General Accordance Plans and Information

#### Project Description

The proposed work is the construction, operation and maintenance an arterial transport corridor in Drury East along Waihoehoe Road between east of Fitzgerald Road and Drury Hills Road, including active transport facilities, and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) Upgrading and widening Waihoehoe Road for two lanes and active transport facilities;
- (b) Associated works including intersections, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, construction traffic management and the re-grade of driveways.

#### Concept Plan



## 1839 Ōpāheke North-South FTN Arterial

Designation Number	1839
Requiring Authority	Auckland Transport
Location	Land between Hunua Road and Waihoehoe Road
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.

## Purpose

Construction, operation and maintenance of an arterial transport corridor.

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
<b>Activity sensitive to noise</b>	An activity sensitive to noise is any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
<b>AUP</b>	Auckland Unitary Plan
<b>ARI</b>	Annual Recurrence Interval
<b>Average increase in flood hazard</b>	Flow depth times velocity.
<b>BPO or Best Practicable Option</b>	Has the same meaning as in section 2 of the RMA 1991.
<b>CEMP</b>	Construction Environmental Management Plan
<b>Certification of material changes to management plans and CNVMP Schedules</b>	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</li> </ul>

	(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.
<b>CHI</b>	Auckland Council Cultural Heritage Inventory
<b>CNVMP</b>	Construction Noise and Vibration Management Plan
<b>CNVMP Schedule or Schedule</b>	A schedule to the CNVMP
<b>Completion of Construction</b>	When construction of the project (or part of the project) is complete and it is available for use.
<b>Construction Works</b>	Activities undertaken to construct the project excluding Enabling Works.
<b>Council</b>	Auckland Council
<b>CPTED</b>	Crime prevention through environmental design
<b>CTMP</b>	Construction Traffic Management Plan
<b>Enabling works</b>	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments);</li> <li>• archaeological site investigations;</li> <li>• formation of access for geotechnical investigations;</li> <li>• establishment of site yards, site entrances and fencing;</li> <li>• constructing and sealing site access roads;</li> <li>• demolition or removal of buildings and structures;</li> <li>• relocation of services; and</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
<b>Existing authorised habitable floor</b>	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
<b>Flood prone area</b>	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
<b>Habitable floor level that has existing flooding</b>	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
<b>HHMP</b>	Historic Heritage Management Plan
<b>HNZPT</b>	Heritage New Zealand Pouhere Taonga
<b>HNZPTA</b>	Heritage New Zealand Pouhere Taonga Act 2014
<b>Manager</b>	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
<b>Maximum Probable Development</b>	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the

	land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.
<b>MID</b>	Maintenance in Design
<b>Network Utility Operator</b>	Has the same meaning as set out in section 166 of the RMA
<b>NOR</b>	Notice of Requirement
<b>NUMP</b>	Network Utilities Management Plan
<b>NZAA</b>	New Zealand Archaeological Association
<b>Outline Plan</b>	An outline plan prepared in accordance with section 176A of the RMA.
<b>Project Liaison Person</b>	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works.
<b>Pre-project development</b>	Existing site condition prior to the project (including existing buildings and roadways).
<b>Post-project development</b>	Site condition after the project has been completed (including existing and new buildings and roadways).
<b>Requiring Authority</b>	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
<b>RMA</b>	Resource Management Act (1991)
<b>SCEMP</b>	Stakeholder Communication and Engagement Management Plan
<b>SID</b>	Safety in Design
<b>Stage of Work</b>	Any physical works that require the development of an Outline Plan.
<b>Start of Construction</b>	The time when Construction Works (excluding Enabling Works) start.
<b>Suitably Qualified and Experienced Person</b>	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
<b>ULDMP</b>	Urban and Landscape Design Management Plan

<b>General Conditions</b>	
<b>1.</b>	<b>Activity in General Accordance with Plans and Information</b>
(a)	Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.

	<p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project Description and Concept Plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and</li> <li>(ii) the Project Description and Concept Plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
<b>2.</b>	<p><b>Project Information</b></p> <p>(a) A Project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) a subscription service to enable receipt of project updates by email; and</li> <li>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the Project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
<b>3.</b>	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>4.</b>	<p><b>Lapse</b></p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 20 years from the date on which it is included in the AUP.</p>
<b>5.</b>	<p><b>Network Utility Operators (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul>

	(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
<b>Pre-construction Conditions</b>	
<b>6.</b>	<p><b>Outline Plan(s)</b></p> <p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan; and</li> <li>(vi) Historic Heritage Management Plan;</li> </ul>
<b>7.</b>	<p><b>Management Plans</b></p> <p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 24);</li> <li>(ii) be prepared by a Suitably Qualified and Experienced Person(s);</li> <li>(iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have:</li> <li>(v) been incorporated; and</li> <li>(vi) where not incorporated, the reasons why;</li> <li>(vii) be submitted as part of an Outline Plan pursuant to s 176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(viii) once finalised, uploaded to the project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation;</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and</li> <li>(iii) if there is a material change required to a management plan which has been submitted with an Outline Plan, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan as soon as practicable following identification of the need for a revision.</li> </ul>

	<p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><b><i>Advice Note:</i></b> <i>Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</i></p>
<p><b>8.</b></p>	<p><b>Cultural Advisory Report</b></p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> <li>(i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) identifies traditional cultural practices within the area that may be impacted by the Project;</li> <li>(iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 17; and</li> <li>(vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making.</li> </ul> <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> <li>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul>
<p><b>9.</b></p>	<p><b>Urban and Landscape Design Management Plan</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p>



	<ul style="list-style-type: none"> <li>(i) enable integration of the project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment.</li> </ul> <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul>
10.	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) landscape and urban design details – that cover the following: <ul style="list-style-type: none"> <li>A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</li> <li>B. roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>D. architectural and landscape treatment of noise barriers;</li> <li>E. landscape treatment of permanent stormwater control wetlands and swales;</li> <li>F. integration of passenger transport;</li> <li>G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</li> <li>H. historic heritage places with reference to the HHMP in Condition 23; and</li> <li>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</li> </ul>
<p><b>11.</b></p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. street trees, shrubs and ground cover suitable for berms;</li> <li>B. where practicable, mature trees and native vegetation should be retained;</li> <li>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</li> <li>D. planting of stormwater wetlands;</li> <li>E. integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>F. re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</li> <li>(iii) detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. weed control and clearance;</li> <li>B. pest animal management (to support plant establishment);</li> <li>C. ground preparation (top soiling and decompaction);</li> <li>D. mulching; and</li> <li>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species;</li> </ul> </li> </ul> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><b>Advice Note:</b></p> <p><i>This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of the "road widening". Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to</i></p>

	<i>this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</i>
<b>12. Flood Hazard</b>	<p>(a) Where relevant to the Stage of Work, detailed design shall demonstrate that:</p> <ul style="list-style-type: none"> <li>(i) the Waipokapu (Hays) Stream generally located at NZTM 1774655, 5894718 and shown in Schedule 1 shall be crossed by a bridge; and</li> <li>(ii) the Waihoehoe Stream generally located at NZTM 1774158, 5892809 and shown in Schedule 1 shall be crossed by a bridge.</li> </ul> <p>(b) The project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas; and</li> <li>(v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</li> </ul> <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
<b>13. Existing Property Access</b>	<p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the requiring authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<b>Construction Conditions</b>	
<b>14. Construction Environmental Management Plan</b>	<p>(a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to, avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:</p>

	<ul style="list-style-type: none"> <li>(i) the roles and responsibilities of staff and contractors;</li> <li>(ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address);</li> <li>(iii) the Construction Works programmes and the staging approach, and the proposed hours of work;</li> <li>(iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;</li> <li>(v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;</li> <li>(vi) methods for providing for the health and safety of the general public;</li> <li>(vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;</li> <li>(viii) procedures for incident management;</li> <li>(ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;</li> <li>(x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;</li> <li>(xi) procedures for responding to complaints about Construction Works; and</li> <li>(xii) methods for amending and updating the CEMP as required.</li> </ul>
<p><b>15.</b></p>	<p><b>Stakeholder Communication and Engagement Management Plan</b></p> <ul style="list-style-type: none"> <li>(a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.</li> <li>(b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include: <ul style="list-style-type: none"> <li>(i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);</li> <li>(ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;</li> <li>(iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;</li> <li>(iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with;</li> <li>(v) Identification of the properties whose owners will be engaged with;</li> <li>(vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and</li> <li>(vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> </li> <li>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</li> </ul>

<p><b>16.</b></p>	<p><b>Complaints Register</b></p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
<p><b>17.</b></p>	<p><b>Cultural Monitoring Plan</b></p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring, including implementation of any accidental discovery protocols under Condition 23.</li> </ul> <p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan.</p> <p><b>Advice Note</b></p>

	<p><i>Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</i></p>
<p><b>18.</b></p>	<p><b>Construction Traffic Management Plan</b></p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on all road users;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</li> <li>(vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> <li>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents /public/ stakeholders/emergency services).</li> </ul>

**19. Construction Noise Standards**

(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

**Table 19.1: Construction noise standards**

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
<b>Occupied activity sensitive to noise</b>			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Other occupied buildings</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in the Table 19.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 22 shall apply.

**20. Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 20.1 Construction vibration criteria**

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

	<p><i>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</i></p> <p><i>**Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime</i></p> <p>(b) Where compliance with the vibration standards set out in Table 20.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 21(c)(x), then the methodology in Condition 22 shall apply.</p>
<p><b>21.</b></p>	<p><b>Construction Noise and Vibration Management Plan</b></p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 19 and 20 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) contact details of the project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) identification of areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;</li> <li>(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 19) and/or vibration standards (Condition 20 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 21(c)(x));</li> <li>(xii) procedures for: <ul style="list-style-type: none"> <li>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 20; and</li> </ul> </li> </ul>



	<p>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 20, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
<b>22.</b>	<p><b>Schedule to a CNVMP</b></p> <p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 19, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 20.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 22 (a) and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>
<b>23.</b>	<p><b>Historic Heritage Management Plan</b></p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p>

	<p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project;</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of: <ul style="list-style-type: none"> <li>A. The Brick Utility Building (31 Ponga Road, CHI site 22281);</li> </ul> </li> <li>(viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access;</li> </ul> </li> <li>(x) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</li> <li>(xi) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</li> </ul>
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	<p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p><b>Advice Note:</b></p> <p><i>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</i></p>
<b>24.</b>	<p><b>Network Utility Management Plan</b></p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; and</li> <li>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p> <p>(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p>
<b>Operational Conditions</b>	
<b>25.</b>	<p><b>Low Noise Road Surface</b></p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) The volume of traffic exceeds 10,000 vehicles per day; or</li> </ul>

	<ul style="list-style-type: none"> <li>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 25(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
<p><b>26. Traffic Noise</b></p>	<ul style="list-style-type: none"> <li>(a) The project shall be designed to achieve an operational traffic noise level of Category B in the Project design year (based on a traffic forecast for a high growth scenario) at the existing Protected Premises and Facilities (PPFs) shown in Schedule 2 and listed below: <ul style="list-style-type: none"> <li>(i) 6 Ponga Road</li> <li>(ii) 36 Ponga Road</li> <li>(iii) 68 Ponga Road</li> <li>(iv) 201 Sutton Road</li> </ul> </li> <li>(b) Prior to the Start of Construction, a Suitably Qualified and Experienced Person shall prepare a Noise Mitigation Plan written in accordance with Chapter 7 of P40 Waka Kotahi NZTA P40:2014 Specification for Noise Mitigation and be provided to the Manager for certification.</li> <li>(c) The purpose of the Noise Mitigation Plan is to confirm that the mitigation of traffic noise achieves Category B levels at the existing PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2. The Noise Mitigation Plan shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme. For the avoidance of doubt, the low noise road surfacing implemented in accordance with Condition 25 may be (or be part of) the traffic noise mitigation.</li> <li>(d) The traffic noise mitigation shall be implemented prior to completion of construction of the project, with the exception of any low-noise road surfaces, which shall be implemented within twelve months of completion of construction.</li> <li>(e) The Category B levels at the PPFs listed in Condition 26(a)(i) – (iv) and shown in Schedule 2 do not need to be complied with where: <ul style="list-style-type: none"> <li>(i) the PPF no longer exists; or</li> <li>(ii) agreement of the landowner has been obtained confirming that the Category B level does not need to be met.</li> </ul> </li> <li>(f) The traffic noise mitigation shall be maintained to retain noise reduction performance as far as practicable.</li> </ul>

## Attachments

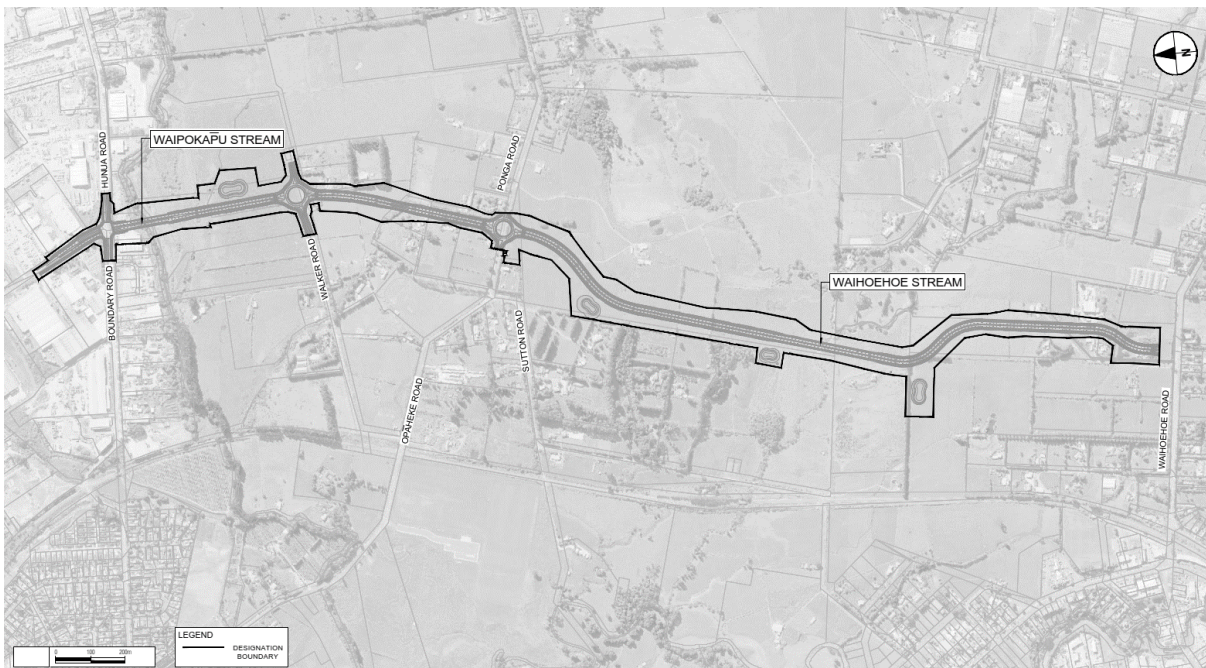
### Schedule 1: General Accordance Plans and Information

#### Project Description

The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury-Ōpāheke between Waihoehoe Road and Hunua Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) A new arterial transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts and stormwater management systems;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

#### Concept Plan



## Schedule 2: Identified PPFs Noise Criteria Categories



## 1840 Jesmond to Waihoehoe West FTN Upgrade

Designation Number	1840
Requiring Authority	Auckland Transport
Location	Land between Jesmond Road and Waihoehoe Road West
Lapse Date	In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP

## Purpose

Construction, operation and maintenance of an arterial transport corridor

## Conditions

### Abbreviations and Definitions

Acronym/Term	Definition
<b>Activity sensitive to noise</b>	An activity sensitive to noise is any dwelling, visitor accommodation, boarding house, marae, papakāinga, integrated residential development, retirement village, supported residential care, care centre, lecture theatre in a tertiary education facility, classroom in an education facility and healthcare facility with an overnight stay facility.
<b>AUP</b>	Auckland Unitary Plan
<b>ARI</b>	Annual Recurrence Interval
<b>Average increase in flood hazard</b>	Flow depth times velocity.
<b>BMP</b>	Bird Management Plan
<b>BPO or Best Practicable Option</b>	Has the same meaning as in section 2 of the RMA 1991.
<b>CEMP</b>	Construction Environmental Management Plan
<b>Certification of material changes to management plans and CNVMP Schedules</b>	<p>Confirmation from the Manager that a material change to a plan or CNVMP Schedule has been prepared in accordance with the condition to which it relates.</p> <p>A material change to a management plan or CNVMP Schedule shall be deemed certified:</p> <ul style="list-style-type: none"> <li>(a) where the Requiring Authority has received written confirmation from Council that the material change to the management plan is certified; or</li> <li>(b) ten working days from the submission of the material change to the management plan where no written confirmation of certification has been received.</li> <li>(c) five working days from the submission of the material change to a CNVMP Schedule where no written confirmation of certification has been received.</li> </ul>

<b>CHI</b>	Auckland Council Cultural Heritage Inventory
<b>CNVMP</b>	Construction Noise and Vibration Management Plan
<b>CNVMP Schedule or Schedule</b>	A schedule to the CNVMP
<b>Completion of Construction</b>	When construction of the project (or part of the project) is complete and it is available for use.
<b>Construction Works</b>	Activities undertaken to construct the project excluding Enabling Works.
<b>Council</b>	Auckland Council
<b>CPTED</b>	Crime prevention through environmental design
<b>CTMP</b>	Construction Traffic Management Plan
<b>EIANZ Guidelines</b>	Ecological Impact Assessment: EIANZ guidelines for use in New Zealand: terrestrial and freshwater ecosystems, second edition, dated May 2018.
<b>Enabling works</b>	Includes, but is not limited to, the following and similar activities: <ul style="list-style-type: none"> <li>• geotechnical investigations (including trial embankments);</li> <li>• archaeological site investigations;</li> <li>• formation of access for geotechnical investigations;</li> <li>• establishment of site yards, site entrances and fencing;</li> <li>• constructing and sealing site access roads;</li> <li>• demolition or removal of buildings and structures;</li> <li>• relocation of services; and</li> <li>• establishment of mitigation measures (such as erosion and sediment control measures, temporary noise walls, earth bunds and planting).</li> </ul>
<b>Existing authorised habitable floor</b>	The floor level of any room in a residential building which is authorised by building consent and exists at the time the outline plan is submitted, excluding a laundry, bathroom, toilet or any room used solely as an entrance hall, passageway or garage.
<b>Flood prone area</b>	A potential ponding area that relies on a single culvert for drainage and does not have an overland flow path.
<b>Habitable floor level that has existing flooding</b>	Where the flood level using the pre project model scenario is above the existing authorised the habitable floor level.
<b>HHMP</b>	Historic Heritage Management Plan
<b>HNZPT</b>	Heritage New Zealand Pouhere Taonga
<b>HNZPTA</b>	Heritage New Zealand Pouhere Taonga Act 2014
<b>Manager</b>	The Manager – Resource Consents of the Auckland Council, or authorised delegate.
<b>Maximum Probable Development</b>	Design case for consideration of future flows allowing for development within a catchment that takes into account the maximum impervious surface limits of the current zone or, if the land is zoned Future Urban in the Auckland Unitary Plan, the probable level of development arising from zone changes.



<b>MID</b>	Maintenance in Design
<b>Network Utility Operator</b>	Has the same meaning as set out in section 166 of the RMA
<b>Ngakoroa Stream Wetlands</b>	For the purpose of Condition 27, the Ngakoroa Stream Wetlands is the area shown in Schedule 2.
<b>NOR</b>	Notice of Requirement
<b>NUMP</b>	Network Utilities Management Plan
<b>NZAA</b>	New Zealand Archaeological Association
<b>NZTM</b>	New Zealand Transverse Mercator [coordinates system]
<b>Outline Plan</b>	An outline plan prepared in accordance with section 176A of the RMA.
<b>Project Liaison Person</b>	The person or persons appointed for the duration of the project's Construction Works to be the main point of contact for persons wanting information about the project or affected by the Construction Works.
<b>Pre-project development</b>	Existing site condition prior to the project (including existing buildings and roadways).
<b>Post-project development</b>	Site condition after the project has been completed (including existing and new buildings and roadways).
<b>Requiring Authority</b>	Has the same meaning as section 166 of the RMA and for this Designation is Auckland Transport (AT).
<b>RMA</b>	Resource Management Act (1991)
<b>SCEMP</b>	Stakeholder Communication and Engagement Management Plan
<b>SID</b>	Safety in Design
<b>Stage of Work</b>	Any physical works that require the development of an Outline Plan.
<b>Start of Construction</b>	The time when Construction Works (excluding Enabling Works) start.
<b>Suitably Qualified and Experienced Person</b>	A person (or persons) who can provide sufficient evidence to demonstrate their suitability and competence.
<b>UID</b>	Unique identifier
<b>ULDMP</b>	Urban and Landscape Design Management Plan

<b><u>General Conditions</u></b>	
<b>1.</b>	<b>Activity in General Accordance with Plans and Information</b>
(a)	Except as provided for in the conditions below, and subject to final design and Outline Plan(s), works within the designation shall be undertaken in general accordance with the Project Description and Concept Plan in Schedule 1.

	<p>(b) Where there is inconsistency between:</p> <ul style="list-style-type: none"> <li>(i) the Project Description and Concept Plan in Schedule 1 and the requirements of the following conditions, the conditions shall prevail; and</li> <li>(ii) the Project Description and Concept Plan in Schedule 1, and the management plans under the conditions of the designation, the requirements of the management plans shall prevail.</li> </ul>
<b>2.</b>	<p><b>Project Information</b></p> <p>(a) A Project website, or equivalent virtual information source, shall be established within 12 months of the date on which this designation is included in the AUP. All directly affected owners and occupiers shall be notified in writing once the website or equivalent information source has been established. The Project website or virtual information source shall include these conditions and shall provide information on:</p> <ul style="list-style-type: none"> <li>(i) the status of the Project;</li> <li>(ii) anticipated construction timeframes;</li> <li>(iii) contact details for enquiries;</li> <li>(iv) a subscription service to enable receipt of project updates by email; and</li> <li>(v) how to apply for consent for works in the designation under s176(1)(b) of the RMA.</li> </ul> <p>(b) At the start of detailed design for a Stage of Work, the Project website or virtual information source shall be updated to provide information on the likely date for Start of Construction, and any staging of works.</p>
<b>3.</b>	<p><b>Designation Review</b></p> <p>(a) The Requiring Authority shall within 6 months of Completion of Construction, or as soon as otherwise practicable:</p> <ul style="list-style-type: none"> <li>(i) review the extent of the designation to identify any areas of designated land that it no longer requires for the on-going operation, maintenance or mitigation of effects of the project; and</li> <li>(ii) give notice to Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified above.</li> </ul>
<b>4.</b>	<p><b>Lapse</b></p> <p>In accordance with section 184(1)(c) of the RMA, this designation shall lapse if not given effect to within 15 years from the date on which it is included in the AUP.</p>
<b>5.</b>	<p><b>Network Utility Operators (Section 176 Approval)</b></p> <p>(a) Prior to the start of Construction Works, Network Utility Operators with existing infrastructure located within the designation will not require written consent under section 176 of the RMA for the following activities:</p> <ul style="list-style-type: none"> <li>(i) operation, maintenance and urgent repair works;</li> <li>(ii) minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations;</li> <li>(iii) minor works such as new service connections; and</li> <li>(iv) the upgrade and replacement of existing network utilities in the same location with the same or similar effects as the existing utility.</li> </ul>

	(b) To the extent that a record of written approval is required for the activities listed above, this condition shall constitute written approval.
<b><u>Pre-construction Conditions</u></b>	
<b>6.</b>	<b>Outline Plan(s)</b>
	<p>(a) An Outline Plan (or Plans) shall be prepared in accordance with section 176A of the RMA.</p> <p>(b) Outline Plans (or Plan) may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects), or a Stage of Work of the project.</p> <p>(c) Outline Plans shall include any management plan or plans that are relevant to the management of effects of those activities or Stage of Work, as follows:</p> <ul style="list-style-type: none"> <li>(i) Network Utilities Management Plan;</li> <li>(ii) Construction Environmental Management Plan;</li> <li>(iii) Construction Traffic Management Plan;</li> <li>(iv) Construction Noise and Vibration Management Plan;</li> <li>(v) Urban and Landscape Design Management Plan;</li> <li>(vi) Historic Heritage Management Plan;</li> <li>(vii) Bird Management Plan; and</li> <li>(viii) Tree Management Plan.</li> </ul>
<b>7.</b>	<b>Management Plans</b>
	<p>(a) Any management plan shall:</p> <ul style="list-style-type: none"> <li>(i) be prepared and implemented in accordance with the relevant management plan condition (refer to Conditions 8 to 30);</li> <li>(ii) be prepared by a Suitably Qualified and Experienced Person(s);</li> <li>(iii) include sufficient detail relating to the management of effects associated with the relevant activities and/or Stage of Work to which it relates;</li> <li>(iv) summarise comments received from Mana Whenua and other stakeholders as required by the relevant management plan condition, along with a summary of where comments have: <ul style="list-style-type: none"> <li>A. been incorporated; and</li> <li>B. where not incorporated, the reasons why;</li> </ul> </li> <li>(v) be submitted as part of an Outline Plan pursuant to s176A of the RMA, with the exception of SCEMPs and CNVMP Schedules; and</li> <li>(vi) once finalised, uploaded to the project website or equivalent virtual information source.</li> </ul> <p>(b) Any management plan developed in accordance with Condition 7(a) may:</p> <ul style="list-style-type: none"> <li>(i) be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) a Stage of Work of the project, or to address specific activities authorised by the designation;</li> <li>(ii) except for material changes, be amended to reflect any changes in design, construction methods or management of effects without further process; and</li> <li>(iii) if there is a material change required to a management plan which has been submitted with an Outline Plan in accordance with Condition 6, the revised part of the plan shall be submitted to the Council as an update to the Outline Plan or for Certification as soon as practicable following identification of the need for a revision.</li> </ul>

	<p>(c) Any material changes to the SCEMPs are to be submitted to the Council for information.</p> <p><b><u>Advice Note:</u></b> Material change will include amendment to any base information informing the management plan or any process, procedure or method of the management plan which has the potential to increase adverse effects on a particular value. For clarity changes to personnel and contact schedules do not constitute a material change.</p>
<p><b>8.</b></p>	<p><b>Cultural Advisory Report</b></p> <p>(a) At least six (6) months prior to the start of detailed design for a Stage of Work, Mana Whenua shall be invited to prepare a Cultural Advisory Report for the Project.</p> <p>(b) The objective of the Cultural Advisory Report is to assist in understanding and identifying ngā taonga tuku iho ('treasures handed down by our ancestors') affected by the Project, to inform their management and protection. To achieve the objective, Requiring Authority shall invite Mana Whenua to prepare a Cultural Advisory Report that:</p> <ul style="list-style-type: none"> <li>(i) identifies the cultural sites, landscapes and values that have the potential to be affected by the construction and operation of the Project;</li> <li>(ii) sets out the desired outcomes for management of potential effects on cultural sites, landscapes and values;</li> <li>(iii) identifies traditional cultural practices within the area that may be impacted by the Project;</li> <li>(iv) identifies opportunities for restoration and enhancement of identified cultural sites, landscapes and values within the Project area;</li> <li>(v) taking into account the outcomes of (i) to (iv) above, identify cultural matters and principles that should be considered in the development of the Urban and Landscape Design Management Plan and Historic Heritage Management Plan, and the Cultural Monitoring Plan referred to in Condition 20; and</li> <li>(vi) identifies and (if possible) nominates traditional names along the Project alignment. Noting there may be formal statutory processes outside the Project required in any decision-making.</li> </ul> <p>(c) The desired outcomes for management of potential effects on cultural sites, landscapes and values identified in the Cultural Advisory Report shall be discussed with Mana Whenua and those outcomes reflected in the relevant management plans where practicable.</p> <p>(d) Conditions 8(b) and 8(c) above will cease to apply if:</p> <ul style="list-style-type: none"> <li>(i) Mana Whenua have been invited to prepare a Cultural Advisory Report by a date at least 6 months prior to start of Construction Works; and</li> <li>(ii) Mana Whenua have not provided a Cultural Advisory Report within six months prior to start of Construction Works.</li> </ul>
<p><b>9.</b></p>	<p><b>Urban and Landscape Design Management Plan</b></p> <p>(a) A ULDMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the ULDMP(s) is to:</p>

	<ul style="list-style-type: none"> <li>(i) enable integration of the project's permanent works into the surrounding landscape and urban context; and</li> <li>(ii) ensure that the project's potential adverse landscape and visual effects are avoided, remedied and mitigated as far as practicable and it contributes to a quality urban environment.</li> </ul> <p>(c) The ULDMP shall be prepared in general accordance with:</p> <ul style="list-style-type: none"> <li>(i) Auckland Transport's Urban Roads and Streets Design Guide;</li> <li>(ii) Waka Kotahi Urban Design Guidelines: Bridging the Gap (2013) or any subsequent updated version;</li> <li>(iii) Waka Kotahi Landscape Guidelines (2013) or any subsequent updated version;</li> <li>(iv) Waka Kotahi P39 Standard Specification for Highway Landscape Treatments (2013) or any subsequent updated version; and</li> <li>(v) Auckland's Urban Ngahere (Forest) Strategy or any subsequent updated version.</li> </ul> <p>(d) To achieve the objective, the ULDMP(s) shall provide details of how the project:</p> <ul style="list-style-type: none"> <li>(i) is designed to integrate with the adjacent urban (or proposed urban) and landscape context, including the surrounding existing or proposed topography, urban environment (i.e. centres and density of built form), natural environment, landscape character and open space zones;</li> <li>(ii) provides appropriate walking and cycling connectivity to, and interfaces with, existing or proposed adjacent land uses, public transport infrastructure and walking and cycling connections;</li> <li>(iii) promotes inclusive access (where appropriate); and</li> <li>(iv) promotes a sense of personal safety by aligning with best practice guidelines, such as: <ul style="list-style-type: none"> <li>A. Crime Prevention Through Environmental Design (CPTED) principles;</li> <li>B. Safety in Design (SID) requirements; and</li> <li>C. Maintenance in Design (MID) requirements and anti-vandalism/anti-graffiti measures.</li> </ul> </li> </ul>
<b>10.</b>	<p>(a) The ULDMP(s) shall include:</p> <ul style="list-style-type: none"> <li>(i) a concept plan – which depicts the overall landscape and urban design concept, and explain the rationale for the landscape and urban design proposals;</li> <li>(ii) developed design concepts, including principles for walking and cycling facilities and public transport; and</li> <li>(iii) landscape and urban design details – that cover the following:</li> </ul>

	<ul style="list-style-type: none"> <li>A. road design – elements such as intersection form, carriageway gradient and associated earthworks contouring including cut and fill batters and the interface with adjacent land uses, benching, spoil disposal sites, median width and treatment, roadside width and treatment;</li> <li>B. roadside elements – such as lighting, fencing, wayfinding and signage;</li> <li>C. architectural and landscape treatment of all major structures, including bridges and retaining walls;</li> <li>D. architectural and landscape treatment of noise barriers;</li> <li>E. 7Blandscape treatment of permanent stormwater control wetlands and swales;</li> <li>F. integration of passenger transport;</li> <li>G. pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;</li> <li>H. historic heritage places with reference to the HHMP in Condition 26; and</li> <li>I. re-instatement of construction and site compound areas, driveways, accessways and fences.</li> </ul>
<p><b>11.</b></p>	<p>(a) The ULDMP shall also include the following planting details and maintenance requirements:</p> <ul style="list-style-type: none"> <li>(i) planting design details including: <ul style="list-style-type: none"> <li>A. identification of existing trees and vegetation that will be retained with reference to the Tree Management Plan in Condition 29. Where practicable, mature trees and native vegetation should be retained;</li> <li>B. street trees, shrubs and ground cover suitable for berms;</li> <li>C. treatment of fill slopes to integrate with adjacent land use, streams, riparian margins and open space zones;</li> <li>D. planting of stormwater wetlands;</li> <li>E. identification of vegetation to be retained and any planting requirements under Conditions 27 and 28;</li> <li>F. integration of any planting requirements required by conditions of any resource consents for the project; and</li> <li>G. re-instatement planting of construction and site compound areas as appropriate.</li> </ul> </li> <li>(ii) a planting programme including the staging of planting in relation to the construction programme which shall, as far as practicable, include provision for planting within each planting season following completion of works in each Stage of Work; and</li> <li>(iii) detailed specifications relating to the following: <ul style="list-style-type: none"> <li>A. weed control and clearance;</li> <li>B. pest animal management (to support plant establishment);</li> <li>C. ground preparation (top soiling and decompaction);</li> <li>D. mulching; and</li> <li>E. plant sourcing and planting, including hydroseeding and grassing, and use of eco-sourced species.</li> </ul> </li> </ul> <p>(b) Mana Whenua shall be invited to participate in the development of the ULDMP(s) to provide input into relevant cultural landscape and design matters including how desired outcomes for management of potential effects on cultural sites, landscapes</p>

	<p>and values identified and discussed in accordance with Condition 8 may be reflected in the ULDMP.</p> <p><b><u>Advice Note:</u></b>  This designation is for the purpose of construction, operation and maintenance of an arterial transport corridor and it is not for the specific purpose of “road widening”. Therefore, it is not intended that the front yard definition in the Auckland Unitary Plan which applies a set back from a designation for road widening purposes applies to this designation. A set back is not required to manage effects between the designation boundary and any proposed adjacent sites or lots.</p>
<p><b>12.</b></p>	<p><b><u>Specific Outline Plan Requirements</u></b></p> <p><b>Flood Hazard</b></p> <p>(a) Where relevant to the Stage of Work, the project shall be designed to demonstrate that:</p> <ul style="list-style-type: none"> <li>(i) the unnamed tributary of the Ngakoroa Stream generally located at NZTM 1772069, 5891654 and shown in Schedule 1 is crossed by a bridge; and</li> <li>(ii) the existing Norrie Road Bridge crossing the Hingaia Stream generally located at NZTM 1773201, 5891836 and shown in Schedule 1 is removed within 6 months of a new bridge crossing the Hingaia Stream becoming operational.</li> </ul> <p>(b) The project shall be designed to achieve the following flood risk outcomes:</p> <ul style="list-style-type: none"> <li>(i) no increase in flood levels for existing authorised habitable floors that are already subject to flooding;</li> <li>(ii) no more than a 10% reduction in freeboard for existing authorised habitable floors;</li> <li>(iii) no increase of more than 50mm in flood level on land zoned for urban or future urban development where there is no existing dwelling;</li> <li>(iv) no new flood prone areas; and</li> <li>(v) no more than a 10% average increase of flood hazard (defined as flow depth times velocity) for main access to authorised habitable dwellings existing at time the Outline Plan is submitted.</li> </ul> <p>(c) Compliance with this condition shall be demonstrated in the Outline Plan, which shall include flood modelling of the pre-project and post-project 100 year ARI flood levels (for Maximum Probable Development land use and including climate change).</p> <p>(d) Where the above outcomes can be achieved through alternative measures outside of the designation such as flood stop banks, flood walls, raising the existing authorised habitable floor level and new overland flow paths or varied through agreement with the relevant landowner, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work or alternative outcome.</p>
<p><b>13.</b></p>	<p><b><u>Closure of Flanagan Road Intersection with Waihoehoe Road</u></b></p> <p>If the Flanagan Road intersection with Waihoehoe Road requires closure, and no alternative connection has been provided for Flanagan Road, the project shall be designed to provide an alternative connection for Flanagan Road. Where this outcome cannot be achieved within the designation, the Outline Plan shall include confirmation that any necessary landowner and statutory approvals have been obtained for that work.</p>

<b>14.</b>	<p><b>Existing Property Access</b></p> <p>Where property vehicle access, which exists at the time the Outline Plan is submitted, is altered by the project, the Requiring Authority shall consult with the directly affected landowner regarding the required changes, and the Outline Plan shall demonstrate how safe alternate access will be provided, unless otherwise agreed with the affected landowner.</p>
<b>15.</b>	<p><b>Realignment of Tui Street</b></p> <p>The Outline Plan shall demonstrate how the realignment of Tui Street provides for safe and legible access for the Drury and Districts Rugby Football and Recreation Club and community facilities using Tui Street and the use of the Drury Domain. This shall include provision of a left turn in at Waihoehoe Road if practicable, unless an alternative access can be provided. The Outline Plan shall also include confirmation that a safety audit of the final design solution has been completed.</p>
<b>16.</b>	<p><b>Closure of Creek Street (south) Intersection with Bremner Road</b></p> <p>The Outline Plan shall demonstrate how the closure of Creek Street intersection with Bremner Road provides for adequate turning movements for heavy vehicles.</p>



**Construction Conditions**

**17. Construction Environmental Management Plan**

- (a) A CEMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the CEMP is to set out the management procedures and construction methods to be undertaken to avoid, remedy or mitigate any adverse effects associated with Construction Works as far as practicable. To achieve the objective, the CEMP shall include:
  - (i) the roles and responsibilities of staff and contractors;
  - (ii) details of the site or project manager and the project Liaison Person, including their contact details (phone and email address);
  - (iii) the Construction Works programmes and the staging approach, and the proposed hours of work;
  - (iv) details of the proposed construction yards including temporary screening when adjacent to residential areas, locations of refuelling activities and construction lighting;
  - (v) methods for controlling dust and the removal of debris and demolition of construction materials from public roads or places;
  - (vi) methods for providing for the health and safety of the general public;
  - (vii) measures to mitigate flood hazard effects such as siting stockpiles out of floodplains, minimising obstruction to flood flows, actions to respond to warnings of heavy rain;
  - (viii) procedures for incident management;
  - (ix) procedures for the refuelling and maintenance of plant and equipment to avoid discharges of fuels or lubricants to Watercourses;
  - (x) measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean up;
  - (xi) procedures for responding to complaints about Construction Works; and methods for amending and updating the CEMP as required.

**18. Stakeholder Communication and Engagement Management Plan**

- (a) A SCEMP shall be prepared prior to the Start of Construction for a Stage of Work.
- (b) The objective of the SCEMP is to identify how the public and stakeholders (including directly affected and adjacent owners and occupiers of land) will be engaged with throughout the Construction Works. To achieve the objective, the SCEMP shall include:
  - (i) the contact details for the Project Liaison Person. These details shall be on the Project website, or equivalent virtual information source, and prominently displayed at the main entrance(s) to the site(s);
  - (ii) the procedures for ensuring that there is a contact person available for the duration of Construction Works, for public enquiries or complaints about the Construction Works;
  - (iii) methods for engaging with Mana Whenua, to be developed in consultation with Mana Whenua;
  - (iv) a list of stakeholders, organisations (such as community facilities), and businesses who will be engaged with;

	<ul style="list-style-type: none"> <li>(v) identification of the properties whose owners will be engaged with;</li> <li>(vi) methods to communicate key project milestones and the proposed hours of construction activities including outside of normal working hours and on weekends and public holidays, to the parties identified in (iv) and (v) above; and</li> <li>(vii) linkages and cross-references to communication and engagement methods set out in other conditions and management plans where relevant.</li> </ul> <p>(c) Any SCEMP prepared for a Stage of Work shall be submitted to Council for information ten working days prior to the Start of Construction for a Stage of Work.</p>
<b>19.</b>	<p><b>Complaints Register</b></p> <p>(a) At all times during Construction Works, a record of any complaints received about the Construction Works shall be maintained. The record shall include:</p> <ul style="list-style-type: none"> <li>(i) the date, time and nature of the complaint;</li> <li>(ii) the name, phone number and address of the complainant (unless the complainant wishes to remain anonymous);</li> <li>(iii) measures taken to respond to the complaint (including a record of the response provided to the complainant) or confirmation of no action if deemed appropriate;</li> <li>(iv) the outcome of the investigation into the complaint; and</li> <li>(v) any other activities in the area, unrelated to the project that may have contributed to the complaint, such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.</li> </ul> <p>(b) A copy of the Complaints Register required by this condition shall be made available to the Manager upon request as soon as practicable after the request is made.</p>
<b>20.</b>	<p><b>Cultural Monitoring Plan</b></p> <p>(a) Prior to the start of Construction Works, a Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person(s) identified in collaboration with Mana Whenua.</p> <p>(b) The objective of the Cultural Monitoring Plan is to identify methods for undertaking cultural monitoring to assist with management of any cultural effects during Construction Works.</p> <p>(c) The Cultural Monitoring Plan shall include:</p> <ul style="list-style-type: none"> <li>(i) requirements for formal dedication or cultural interpretation to be undertaken prior to start of Construction Works in areas identified as having significance to Mana Whenua;</li> <li>(ii) requirements and protocols for cultural inductions for contractors and subcontractors;</li> <li>(iii) identification of activities, sites and areas where cultural monitoring is required during particular Construction Works;</li> <li>(iv) identification of personnel to undertake cultural monitoring, including any geographic definition of their responsibilities; and</li> <li>(v) details of personnel to assist with management of any cultural effects identified during cultural monitoring.</li> </ul>

	<p>(d) If Enabling Works involving soil disturbance are undertaken prior to the start of Construction Works, an Enabling Works Cultural Monitoring Plan shall be prepared by a Suitably Qualified and Experienced Person identified in collaboration with Mana Whenua. This plan may be prepared as a standalone Enabling Works Cultural Monitoring Plan or be included in the main Construction Works Cultural Monitoring Plan, including implementation of any accidental discovery protocols under Condition 26.</p> <p><b><u>Advice Note</u></b> Where appropriate, the Cultural Monitoring Plan shall align with the requirements of other conditions of the designation and resource consents for the project which require monitoring during Construction Works.</p>
<p><b>21.</b></p>	<p><b>Construction Traffic Management Plan</b></p> <p>(a) A CTMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the CTMP is to avoid, remedy or mitigate, as far as practicable, adverse construction traffic effects. To achieve this objective, the CTMP shall include:</p> <ul style="list-style-type: none"> <li>(i) methods to manage the effects of temporary traffic management activities on all road users;</li> <li>(ii) measures to ensure the safety of all transport users;</li> <li>(iii) the estimated numbers, frequencies, routes and timing of traffic movements, including any specific non-working or non-movement hours to manage vehicular and pedestrian traffic near schools or to manage traffic congestion;</li> <li>(iv) site access routes and access points for heavy vehicles, the size and location of parking areas for plant, construction vehicles and the vehicles of workers and visitors;</li> <li>(v) identification of detour routes and other methods to ensure the safe management and maintenance of traffic flows, including pedestrians and cyclists, on existing roads;</li> <li>(vi) methods to maintain vehicle access to public and private property and/or private roads where practicable, or to provide alternative access arrangements when it will not be;</li> <li>(vii) the management approach to loads on heavy vehicles, including covering loads of fine material, the use of wheel-wash facilities at site exit points and the timely removal of any material deposited or spilled on public roads; and</li> <li>(viii) methods that will be undertaken to communicate traffic management measures to affected road users (e.g. residents/public/stakeholders/emergency services).</li> </ul>

**22. Construction Noise Standards**

(a) Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise and shall comply with the noise standards set out in the following table as far as practicable:

**Table 22.1: Construction noise standards**

Day of week	Time period	L <sub>Aeq(15min)</sub>	L <sub>AFmax</sub>
<b>Occupied activity sensitive to noise</b>			
Weekday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sunday and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Other occupied buildings</b>			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

(b) Where compliance with the noise standards set out in the Table 22.1 above is not practicable, and unless otherwise provided for in the CNVMP, then the methodology in Condition 25 shall apply.

**23. Construction Vibration Standards**

(a) Construction vibration shall be measured in accordance with ISO 4866:2010 Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures and shall comply with the vibration standards set out in the following table as far as practicable.

**Table 23.1 Construction vibration criteria**

Receiver	Details	Category A*	Category B**
Occupied Activities sensitive to noise	Night-time 2000h - 0630h	0.3mm/s ppv	2mm/s ppv
	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
Other occupied buildings	Daytime 0630h - 2000h	2mm/s ppv	5mm/s ppv
All other buildings	At all other times	Tables 1 and 3 of DIN4150-3:1999	

	<p>*Category A criteria adopted from Rule E25.6.30.1 of the AUP</p> <p>**Category B criteria are based on DIN 4150-3:1999 building damage criteria for daytime</p> <p>(b) Where compliance with the vibration standards set out in Table 23.1 above is not practicable, and unless otherwise provided for in the CNVMP as required by Condition 24(c)(x), then the methodology in Condition 25 shall apply.</p>
<p><b>24.</b></p>	<p><b>Construction Noise and Vibration Management Plan</b></p> <p>(a) A CNVMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) A CNVMP shall be implemented during the Stage of Work to which it relates.</p> <p>(c) The objective of the CNVMP is to provide a framework for the development and implementation of the Best Practicable Option for the management of construction noise and vibration effects to achieve the construction noise and vibration standards set out in Conditions 22 and 23 to the extent practicable. To achieve this objective, the CNVMP shall be prepared in accordance with Annex E2 of the New Zealand Standard NZS6803:1999 '<i>Acoustics – Construction Noise</i>' (NZS6803:1999) and shall as a minimum, address the following:</p> <ul style="list-style-type: none"> <li>(i) description of the works and anticipated equipment/processes;</li> <li>(ii) hours of operation, including times and days when construction activities would occur;</li> <li>(iii) the construction noise and vibration standards for the project;</li> <li>(iv) identification of receivers where noise and vibration standards apply;</li> <li>(v) a hierarchy of management and mitigation options, including any requirements to limit night works and works during other sensitive times, including Sundays and public holidays as far as practicable;</li> <li>(vi) methods and frequency for monitoring and reporting on construction noise and vibration;</li> <li>(vii) procedures for communication and engagement with nearby residents and stakeholders, including notification of proposed construction activities, the period of construction activities, and management of noise and vibration complaints;</li> <li>(viii) contact details of the project Liaison Person;</li> <li>(ix) procedures for the regular training of the operators of construction equipment to minimise noise and vibration as well as expected construction site behaviours for all workers;</li> <li>(x) identification of areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23 Category A or Category B) will not be practicable and the specific management controls to be implemented and consultation requirements with owners and occupiers of affected sites;</li> <li>(xi) procedures and requirements for the preparation of a Schedule to the CNVMP (Schedule) for those areas where compliance with the noise (Condition 22) and/or vibration standards (Condition 23 Category B) will not be practicable and where sufficient information is not available at the time of the CNVMP to determine the area specific management controls (Condition 24(c)(x));</li> <li>(xii) procedures for: <ul style="list-style-type: none"> <li>A. communicating with affected receivers, where measured or predicted vibration from construction activities exceeds the vibration criteria of Condition 23; and</li> </ul> </li> </ul>

	<p>B. assessing, mitigating and monitoring vibration where measured or predicted vibration from construction activities exceeds the Category A vibration criteria of Condition 23, including the requirement to undertake building condition surveys before and after works to determine whether any damage has occurred as a result of construction vibration; and</p> <p>(xiii) requirements for review and update of the CNVMP.</p>
<p><b>25. Schedule to a CNVMP</b></p>	<p>(a) Unless otherwise provided for in a CNVMP, a Schedule to the CNVMP (Schedule) shall be prepared prior to the start of the construction activity to which it relates by a Suitably Qualified and Experienced Person, in consultation with the owners and occupiers of sites subject to the Schedule, when:</p> <p>(i) construction noise is either predicted or measured to exceed the noise standards in Condition 22, except where the exceedance of the <math>L_{Aeq}</math> criteria is no greater than 5 decibels and does not exceed:</p> <p>A. 0630 – 2000: 2 period of up to 2 consecutive weeks in any 2 months; or</p> <p>B. 2000 - 0630: 1 period of up to 2 consecutive nights in any 10 days;</p> <p>(ii) construction vibration is either predicted or measured to exceed the Category B standard at the receivers in Condition 23.</p> <p>(b) The objective of the Schedule is to set out the Best Practicable Option measures to manage noise and/or vibration effects for the duration of the construction activity to which it relates beyond those measures set out in the CNVMP. The Schedule shall as a minimum set out:</p> <p>(i) construction activity location, start and finish dates;</p> <p>(ii) the nearest neighbours to the construction activity;</p> <p>(iii) the predicted noise and/or vibration level for all receivers where the levels are predicted or measured to exceed the applicable standards in Condition 25(a) and predicted duration of the exceedance;</p> <p>(iv) the proposed mitigation options that have been selected, and the options that have been discounted as being impracticable and the reasons why;</p> <p>(v) the consultation undertaken with owners and occupiers of sites subject to the Schedule, and how consultation has and has not been taken into account; and</p> <p>(vi) location, times and types of monitoring.</p> <p>(c) The Schedule shall be submitted to the Manager for certification at least 5 working days (except in unforeseen circumstances) in advance of Construction Works that are covered by the scope of the Schedule and shall form part of the CNVMP.</p> <p>(d) Where material changes are made to a Schedule required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the Schedule prior to submitting the amended Schedule to the Manager for certification in accordance with (c) above. The amended Schedule shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p>

<b>26.</b>	<p><b>Historic Heritage Management Plan</b></p> <p>(a) A HHMP shall be prepared in consultation with Council, HNZPT and Mana Whenua prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the HHMP is to protect historic heritage and to remedy and mitigate any residual effects as far as practicable. To achieve the objective, the HHMP shall identify:</p> <ul style="list-style-type: none"> <li>(i) any adverse direct and indirect effects on historic heritage sites and measures to appropriately avoid, remedy or mitigate any such effects, including a tabulated summary of these effects and measures;</li> <li>(ii) methods for the identification and assessment of potential historic heritage places within the Designation to inform detailed design;</li> <li>(iii) known historic heritage places and potential archaeological sites within the Designation, including identifying any archaeological sites for which an Archaeological Authority under the HNZPTA will be sought or has been granted;</li> <li>(iv) any unrecorded archaeological sites or post-1900 heritage sites within the Designation, which shall also be documented and recorded;</li> <li>(v) roles, responsibilities and contact details of Project personnel, Council and NZHPT representatives, Mana Whenua representatives, and relevant agencies involved with heritage and archaeological matters including surveys, monitoring of Construction Works, compliance with AUP accidental discovery rule, and monitoring of conditions;</li> <li>(vi) specific areas to be investigated, monitored and recorded to the extent these are directly affected by the Project. This shall include non invasive techniques or exploratory investigation to clarify the extent of the Runciman’s Homestead site (NZAA R12/1131);</li> <li>(vii) the proposed methodology for investigating and recording post-1900 historic heritage places (including buildings) that need to be destroyed, demolished or relocated, including details of their condition, measures to mitigate any adverse effects and timeframe for implementing the proposed methodology, in accordance with the HNZPT Archaeological Guidelines Series No. 1 (AGS 1A): Investigation and recording of buildings and standing structures (November 2018), or any subsequent version. This shall include a built heritage assessment of: <ul style="list-style-type: none"> <li>A. the former Drury Creamery and Casein Factory (12 Norrie Road, CHI site 15102); and</li> <li>B. the former railway worker’s residence (18 Waihoehoe Road, CHI site 22288);</li> </ul> </li> <li>(viii) methods to acknowledge cultural values identified through Condition 8 where archaeological sites also involve ngā taonga tuku iho (treasures handed down by our ancestors) and where feasible and practicable to do so;</li> <li>(ix) methods for avoiding, remedying or mitigating adverse effects on historic heritage places and sites within the Designation and during Construction Works as far as practicable. These methods shall include, but are not limited to: <ul style="list-style-type: none"> <li>A. security fencing or hoardings around historic heritage places to protect them from damage during construction or unauthorised access; and</li> <li>B. using geotextile fabric and aggregate in construction compound areas not being earthworked, and removal and reinstatement upon completing Construction Works;</li> </ul> </li> </ul>
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	<p>(x) methods to protect or minimise damage to the Aroha Cottage/paymaster's house (CHI 2455, HNZPT list 692, AUPOIP UID 704) and St Johns Anglican Church and Cemetery (NZAA R12/1129, CHI 2458, HNZPT list 2596, AUP Scheduled Site UID 707) during Construction Works as far as practicable based on pre-construction advice from a specialist heritage conservator.</p> <p>(xi) measures to mitigate adverse effects on historic heritage sites that achieve positive historic heritage outcomes such as increased public awareness and interpretation signage; and</p> <p>(xii) training requirements and inductions for contractors and subcontractors on historic heritage places within the Designation, legal obligations relating to accidental discoveries, the AUP Accidental Discovery Rule (E11.6.1). The training shall be undertaken prior to the Start of Construction, under the guidance of a Suitably Qualified and Experienced Person and Mana Whenua representatives (to the extent the training relates to cultural values identified under Condition 8).</p> <p>(c) Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring) shall be submitted to the Manager within 12 months of completion.</p> <p><b><u>Advice Notes:</u></b></p> <p>The requirements for accidental discoveries of heritage items are set out in Rule E11.6.1 of the AUP.</p>
<p><b>27.</b></p>	<p><b>Pre-Construction Wetland Bird Survey</b></p> <p>(a) Prior to the Start of Construction for a Stage of Work within 500m of the Ngakoroa Stream Wetlands, a survey and assessment of Threatened or At-Risk wetland birds and their habitat in the area shown in Schedule 2 shall be undertaken by a Suitably Qualified and Experienced Person.</p> <p>(b) The purpose of the survey and assessment is to:</p> <p>(i) confirm the ecological value of the Ngakoroa Stream Wetlands for Threatened or At-Risk wetland birds; and</p> <p>(ii) confirm whether the project will or may have a moderate or greater level of ecological effect on Threatened or At-Risk wetland birds and their habitat prior to implementation of impact management measures, as determined in accordance with the EIANZ Guidelines for Use in New Zealand: Terrestrial and Freshwater Ecosystems (May 2018) or subsequent revision.</p> <p>(c) If the wetland bird survey in (a) above confirms that the project will or may have a moderate or greater level of ecological effect on Threatened or At-Risk wetland birds without impact management, then Condition 28 applies.</p>
<p><b>28.</b></p>	<p><b>Bird Management Plan</b></p> <p>(a) If required under Condition 27, prior to the start of construction for a Stage of Work within 500m of the Ngakoroa Stream Wetlands, a BMP shall be prepared and implemented.</p> <p>(b) The objective of the BMP is to avoid and/or minimise impacts of construction activities on Threatened or At-Risk wetland birds in the Ngakoroa Stream Wetlands.</p>



	<p>The BMP shall set out the methods that will be used to achieve this objective. These methods may include:</p> <ul style="list-style-type: none"> <li>(i) commencing Construction Works outside of the wetland bird breeding season (September to February) where practicable, in order to discourage bird nesting in the construction areas within the designation;</li> <li>(ii) a nesting bird survey of Threatened or At-Risk wetland birds undertaken by a Suitably Qualified and Experienced Person. This should occur prior to any Construction Works taking place within a 50m radius of the Ngakoroa Stream Wetlands (including establishment of construction areas adjacent to the Ngakoroa Stream Wetlands). Surveys should be repeated at the beginning of each wetland bird breeding season and following periods of construction inactivity;</li> <li>(iii) protection and buffer measures if nesting Threatened or At-Risk Wetland birds are identified within 50m of any construction area (including laydown areas). This could include: <ul style="list-style-type: none"> <li>A. a 20 m buffer area around the nest location and retaining vegetation. The buffer areas should be demarcated where necessary to protect birds from encroachment. This might include the use of marker poles, tape and signage;</li> <li>B. monitoring of the nesting Threatened or At-Risk wetland birds by a Suitably Qualified and Experienced Person. Construction works within the 20m nesting buffer areas should not occur until the Threatened or At-Risk wetland birds have fledged from the nest location (approximately 30 days from egg laying to fledging) as confirmed by a Suitably Qualified and Experienced Person; and</li> <li>C. minimising the disturbance from the works if construction works are required within 50 m of a nest, as advised by a Suitably Qualified and Experienced Person;</li> </ul> </li> <li>(iv) a 10m setback where practicable, between the edge of the Ngakoroa Stream Wetlands and the construction area (along the edge of the stockpile/laydown area). This could be achieved by retaining existing vegetation or by planting unvegetated areas with native coastal forest/riparian/wetland species (as appropriate). Marker poles, tape and signage could also be used to clearly delineate the wetland area to prevent encroachment; and</li> <li>(v) minimising light spill from construction areas into the Ngakoroa Stream Wetlands.</li> </ul> <p>(c) The BMP shall be consistent with any ecological management measures to be undertaken in compliance with conditions of any resource consents granted for the project.</p> <p><b><u>Advice Note:</u></b> Depending on the potential effects of the project, the resource consents for the project may include the following monitoring and management plans:</p> <ul style="list-style-type: none"> <li>(a) Stream and/or wetland restoration plans;</li> <li>(b) Vegetation restoration plans; and</li> <li>(c) Fauna management plans (e.g. herpetofauna, bats).</li> </ul>
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<p><b>29.</b></p>	<p><b>Tree Management Plan</b></p> <p>(a) Prior to the Start of Construction for a Stage of Work, a Tree Management Plan shall be prepared.</p> <p>(b) The objective of the Tree Management Plan is to avoid, remedy or mitigate effects of construction activities on trees identified in Schedule 3.</p> <p>(c) The Tree Management Plan shall:</p> <ul style="list-style-type: none"> <li>(i) confirm that the trees listed in Schedule 3 still exist; and</li> <li>(ii) demonstrate how the design and location of project works has avoided, remedied or mitigated any effects on any tree listed in Schedule 3. This may include: <ul style="list-style-type: none"> <li>A. planting to replace trees that require removal (with reference to the ULDMP planting design details in Condition 11);</li> <li>B. tree protection zones and tree protection measures such as protective fencing, ground protection and physical protection of roots, trunks and branches; and</li> <li>C. methods for work within the rootzone of trees that are to be retained in line with accepted arboricultural standards.</li> </ul> </li> <li>(iii) demonstrate how the tree management measures (outlined in A – C above) are consistent with conditions of any resource consents granted for the project in relation to managing construction effects on trees.</li> </ul>
<p><b>30.</b></p>	<p><b>Network Utility Management Plan</b></p> <p>(a) A NUMP shall be prepared prior to the Start of Construction for a Stage of Work.</p> <p>(b) The objective of the NUMP is to set out a framework for protecting, relocating and working in proximity to existing network utilities. The NUMP shall include methods to:</p> <ul style="list-style-type: none"> <li>(i) provide access for maintenance at all reasonable times, or emergency works at all times during construction activities;</li> <li>(ii) manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear to overhead transmission lines in the project area; and</li> <li>(iii) demonstrate compliance with relevant standards and Codes of Practice including, where relevant, the NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines; and AS/NZS 2885 Pipelines – Gas and Liquid Petroleum.</li> </ul> <p>(c) The NUMP shall be prepared in consultation with the relevant Network Utility Operator(s) who have existing assets that are directly affected by the project.</p> <p>(d) The NUMP shall describe how any comments from the Network Utility Operator in relation to its assets have been addressed.</p> <p>(e) Any comments received from the Network Utility Operator shall be considered when finalising the NUMP.</p>

	(f) Any amendments to the NUMP related to the assets of a Network Utility Operator shall be prepared in consultation with that asset owner.
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**Operational Conditions**

<b>31.</b>	<p><b>Low Noise Road Surface</b></p> <p>(a) Asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented within twelve months of Completion of Construction of the project.</p> <p>(b) Any future resurfacing works of the Project shall be undertaken in accordance with the Auckland Transport Reseal Guidelines, Asset Management and Systems 2013 or any updated version and asphaltic concrete surfacing (or equivalent low noise road surface) shall be implemented where:</p> <ul style="list-style-type: none"> <li>(i) The volume of traffic exceeds 10,000 vehicles per day; or</li> <li>(ii) The road is subject to high wear and tear (such as cul de sac heads, roundabouts and main road intersections); or</li> <li>(iii) It is in an industrial or commercial area where there is a high concentration of truck traffic; or</li> <li>(iv) It is subject to high usage by pedestrians, such as town centres, hospitals, shopping centres and schools.</li> </ul> <p>(c) Prior to commencing any future resurfacing works, the Requiring Authority shall advise the Manager if any of the triggers in Condition 31(b)(i) – (iv) are not met by the road or a section of it and therefore where the application of asphaltic concrete surfacing (or equivalent low noise road surface) is no longer required on the road or a section of it. Such advice shall also indicate when any resealing is to occur.</p>
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## Attachments

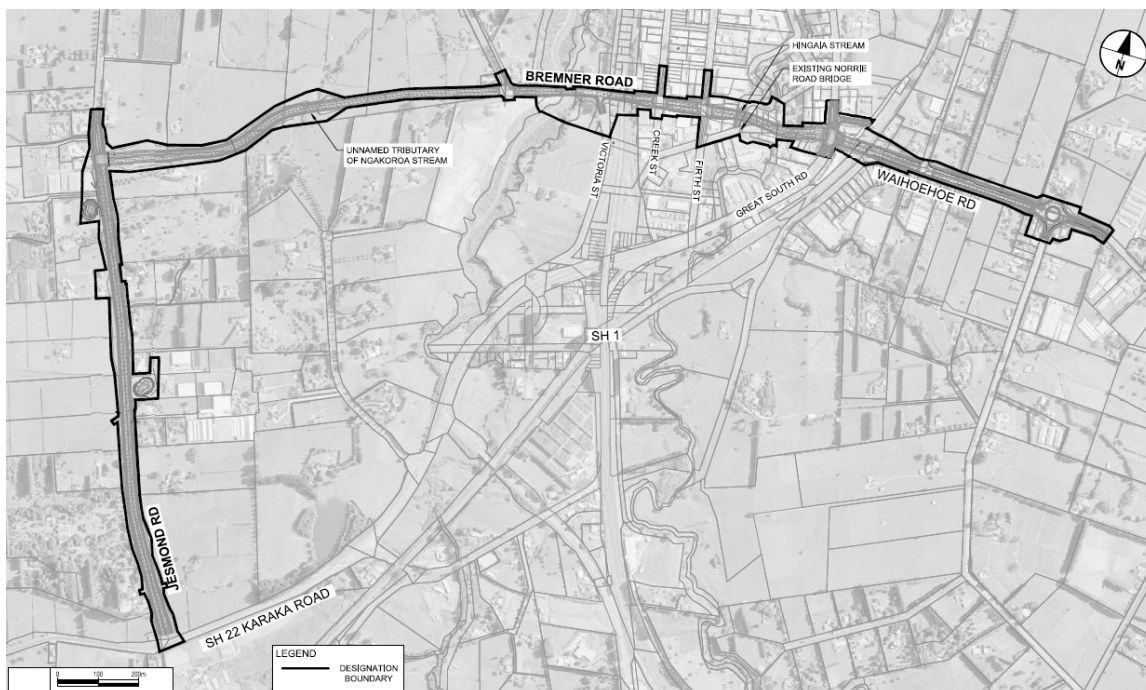
### Schedule 1: General Accordance Plans and Information

#### Project Description

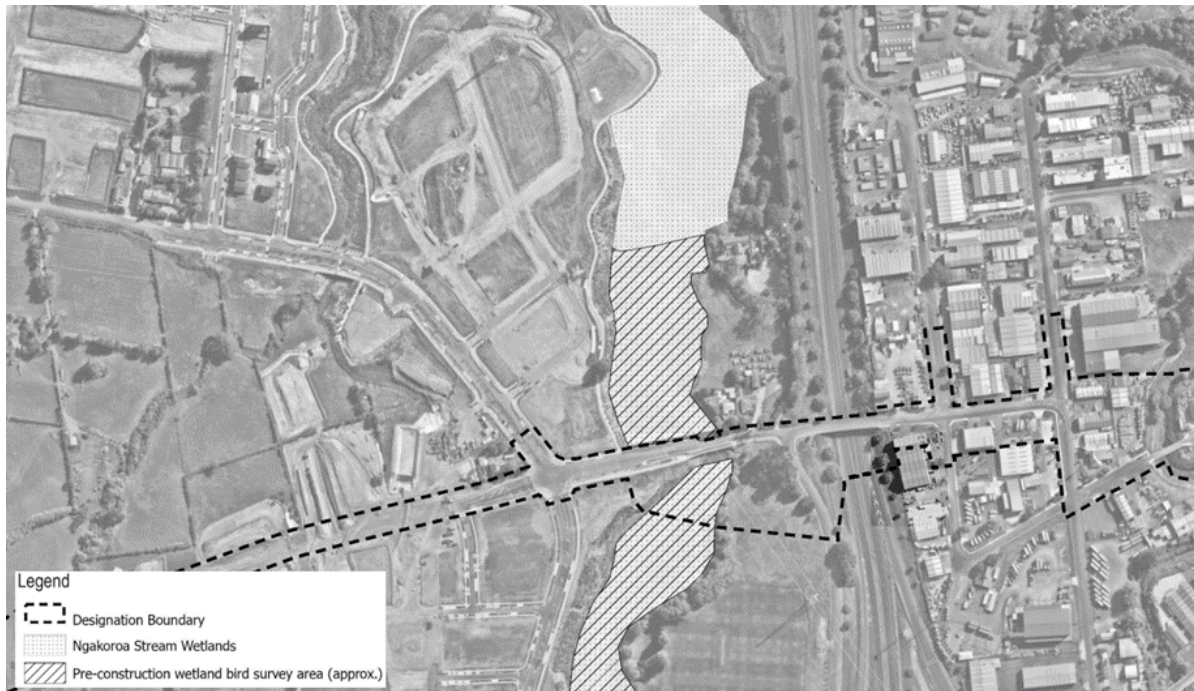
The proposed work is the construction, operation and maintenance of an arterial transport corridor in Drury from Jesmond Road (from State Highway 22) to Waihoehoe Road east of Fitzgerald Road including active transport facilities and associated infrastructure. The proposed work is shown in the following Concept Plan and includes:

- (a) An upgraded and new transport corridor with four lanes, including public transport and active transport facilities;
- (b) Associated works including intersections, bridges, embankments, retaining, culverts, stormwater management systems and realignment of Tui Street;
- (c) Changes to local roads, where the proposed work intersects with local roads; and
- (d) Construction activities, including vegetation removal, construction compounds, lay down areas, bridge works area, construction traffic management and the re-grade of driveways.

#### Concept Plan



## Schedule 2: Pre-construction Wetland Bird Survey



## Schedule 3: Trees to be Included in the Tree Management Plan

Tree Number	Tree or Group	Number of trees	Species List	Location (refer to Tree Location Plan)	Reason for protection in the AUP (District Plan rules) as at January 2021 when the Notice of Requirement was lodged
27	Hedge / shelter belt	undefined	<i>Cryptomeria japonica</i>	Within 201 Jesmond Road (Lot 1 DP 365133) adjoining the road corridor	Heritage
39	Tree group	9	<i>Platanus x hispanica</i> 'Acerifolia'	Within the Bremner Road road corridor adjoining 132F Bremner Road (Lot 611 DP 528695), 132E Bremner Road (Lot 610 DP 528695).	Road
40	Tree group	8	<i>Pinus radiata</i>	Within 20 Victoria Street (Part Allot 37 PSH OF Opaheke). Drury Sports Complex, on the corner of Bremner Road and Victoria Road	Open space
41	Tree group	5	<i>Quercus palustris</i> , <i>Liquidambar styraciflua</i> ,	Within 20 Victoria Street (Part Allot 37 PSH OF Opaheke). Drury Sports	Open space, Riparian

			Ligustrum lucidum, Fraxinus ornus	Complex, adjacent to Ngakoroa Stream.	
42	Tree group	8	Quercus palustris, Liquidambar styraciflua, Populus yunnanensis	Within the Victoria Street Road corridor / Drury Sports Complex	Open space
43	Tree group	4	Quercus robur	Within the State Highway 1 road corridor	Road
44	Tree group	3	Melia azedarach, Podocarpus totara	Within the Creek Street road corridor adjacent to 11 Bremner Road (1/3 SH Lot 1 DP 144254, Factory 1 DP 144254)	Road
45	Tree group	2	Betula pendula	Within the Bremner Road road corridor adjacent to 69 Creek Street (Lot 1 DP 201670)	Road
46	Tree group	3	Salix fragilis, Populus alba	Within the Esplanade Reserve at 19 Norrie Road (Crown Land Survey Office Plan 200).	Open Space
48	Tree group	3	Salix alba, Populus yunnanensis	Within the Cameron Road paper road corridor adjoining 9 Cameron Place (Lot 2 DP 535409).	Road
49	Single Tree	1	Thuja occidentalis	Within the Cameron Road paper road corridor adjoining 9 Cameron Place (Lot 2 DP 535409).	Road
50	Single Tree	1	Picea sitchensis	Within 9 Cameron Place (Lot 2 DP 535409) adjoining the Norrie Road road corridor.	Heritage
51	Single Tree	1	Cryptomeria japonica	Within 9 Cameron Place (Lot 2 DP 535409) adjoining the Norrie Road road corridor.	Heritage
52	Tree group	3	Quercus robur	Within the Waihoehoe Road road corridor adjoining 236 Great South Road (Lot 1 DP 205378)	Road
150	Tree group	5	Washingtonia robusta	Within the road corridor adjoining 239-243 Great South Road (Lot 1 DEEDS Whau 72, Lot 5 DEEDS Whau 72)	Road

**Tree Location Plan 1**



**Tree Location Plan 2**



**Tree Location Plan 3**



**Attachment 4: Updated text  
(Clean)**



**BEFORE**

Kings Road



Queens Road

1662

Parcel boundary

Designation

**AFTER**

Kings Road

Queens Road

Parcel boundary

Designation

0 5 10 20 Metres

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 7/11/2023

## Designation 1662