

UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Celia Davison, Manager – Planning Central / South

FROM Joao Machado, Team Leader Planning – Central / South

DATE 23 June 2018

SUBJECT Designation to be updated in the Auckland Unitary Plan Operative in Part in accordance with s172(1) of the Resource Management Act 1991.



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

| Reason for update – Notice of Requirement decision | |
|---|--|
| Chapter | Chapter K Designations |
| Section | Schedule of designations, City Rail Link (2500 series) |
| Designation only | |
| Designation # 2501 | Britomart Transport Centre - City Rail Link Limited |
| Location: | 12 Queen Street to Britomart Place, Auckland Central |
| Lapse Date | 27 March 2026 |
| Purpose | As per Auckland Transport Designation 1556 – Britomart Transport Centre designation, being: “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.” |
| Changes to text (shown in underline and strikethrough) | Insert all of current Britomart Transport Centre Designation 1556 as is, with the exception of Condition 2, amended to read as follows: 2.1 - In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), <u>this these</u> designations shall lapse if not given effect to <u>by 27 March 2026</u> within 10 years from the date on which they are confirmed . Note: this designation does not alter current Britomart Transport Centre Designation 1556 (Auckland Transport) |
| Changes to diagrams | Include all the current Auckland Transport Britomart Transport Centre Designation diagrams as they are. |

| | |
|--------------------------------|--|
| Changes to spatial data | Add Designation 2501 CRL for City Rail Link Limited Britomart Transport Centre Designation on AUP maps. |
| Attachments | <ol style="list-style-type: none"> 1. City Rail Link Limited decision letter dated 18 June 2018 2. Recommendation of Auckland Council's appointed Independent Commissioners 3. 2501 City Rail Link Limited Britomart Transport Centre Designation conditions strikethrough / underline version 4. 2501 City Rail Link Limited Britomart Transport Centre Designation conditions clean version 5. City Rail Link Limited Schedule 6. 2501 City Rail Link Limited's Britomart Transport Centre Designation map |

Prepared by:

Joao Machado
 Team Leader Planning – Central South
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Joao Machado
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Signature:

Celia Davison
Manager

Signature

18 June 2018

John Duguid
General Manager – Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Dear John

City Rail Link Limited - Decision under Section 172(1) of the Resource Management Act 1991 for the Notice of Requirement for a Duplicate Britomart Transport Centre Designation in the Auckland Unitary Plan (Operative in Part)

Auckland Council released the Independent Commissioners' recommendation on the Notice of Requirement (**NoR**) for a duplicate Britomart Transport Centre (**BTC**) designation in the Auckland Unitary Plan (Operative in Part) (**AUP**) on Tuesday, 12 June 2018. The duplicate designation overlays the existing Auckland Transport BTC Designation 1556 in the AUP.

The Commissioners' recommendation is that the NoR be confirmed, subject to an amendment to Condition 2.1 aligning the lapse date of the duplicate designation with that of the underlying Auckland Transport designation.

Please be advised that, in accordance with section 172(1) of the Resource Management Act 1991, City Rail Link Limited accepts (in full) the recommendation of the Independent Commissioners dated 12 June 2018.

Yours sincerely

A handwritten signature in blue ink that reads "Caroline Beaumont".

Caroline Beaumont
General Counsel



Report prepared in accordance with Section 42A of the Resource Management Act 1991 - Notice of requirement by City Rail Link Limited for the Britomart Transport Centre under the Auckland Unitary Plan (Operative in Part)

To: Alan Watson / Rebecca Mackey

From: Matt Spiro – Principal Planner, Central and South, Plans and Places

Date: 30 April 2018

| | |
|------------------------|---|
| Notice of Requirement: | Notice of Requirement (NoR) for works being the City Rail Link (CRL) to be shown as the Britomart Transport Centre (BTC). |
| Requiring Authority: | City Rail Link Limited (CRL) |
| Site address: | Multiple properties bounded by Queen Street, Quay Street, Britomart Place and Customs Street East, Auckland Central. |
| Legal description: | As per the NoR and Figure 1 below |

Report date: 30 May 2018

Scheduled hearing date: N/A

Notes:

This report sets out the advice of the reporting planner.

This report has yet to be considered by the Hearing Commissioners delegated by Auckland Council (the council) to make a recommendation to the Requiring Authority.

The recommendations in this report are not the decisions on the notice of requirement.

A decision on the notice of requirement will be made by the Requiring Authority after it has considered the Hearing Commissioners' recommendations, subsequent to the Hearing Commissioners having considered the notice of requirement.

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Abbreviations

| | |
|---------|---|
| AEE | Assessment of Environmental Effects |
| AT | Auckland Transport |
| AUP | Auckland Unitary Plan Operative in Part |
| CRL | City Rail Link Limited |
| NoR | Notice of requirement |
| OP | Outline plan |
| RMA | Resource Management Act 1991 |
| Council | Auckland Council |

Summary

| | |
|---------------------------------|--|
| Requiring Authority | City Rail Link Limited |
| Notice of requirement reference | Britomart Transport Centre |
| Resource consent applications | <p>Multiple resource consent applications have been granted for this project and are referenced as:</p> <ul style="list-style-type: none"> a. R/REG/2014/5430 - Bulk earthworks b. R/LUC/2014/5428 - Earthworks within historic heritage overlay, 100 year Annual recurrence Interval floodplain and soil disturbance under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health; c. R/REG/2014/5432 - Take and diversion of groundwater; d. R/REG/2014/5435 - Discharge permit to discharge contaminants to soil and water e. R/REG/2014/5436 - Discharge of wastewater and/or washwater to land or water; f. R/REG/2014/5437 - Discharges to air. |
| Reporting planner | <p>Matt Spiro</p> <p>Principal Planner Central and South Planning Plans and Places</p> |
| Site address | Multiple properties bounded by Queen Street, Quay Street, Britomart Place and Customs Street East, Auckland Central. For details refer to Form 18. |
| Lodgement date | 12 February 2018 |
| Notification date | Not notified. |
| Submissions close date | N/A |
| Number of submissions received | Total: N/A |

Report prepared by:



Matt Spiro
Principal Planner,
Central and South
Date: 30 May 2018

Reviewed and approved for release by:



Joao Machado
Team Leader,
Central and South
Date: 30 May 2018

1 Introduction

The notice of requirement

- 1.1 Pursuant to section 168 of the Resource Management Act 1991 (**RMA**), City Rail Link Limited (**CRL**L), as the Requiring Authority, has lodged a notice of requirement (NoR) for a designation in the Auckland Unitary Plan (operative in part) (AUP) to provide for the creation of a duplicate designation over the Britomart Transport Centre (BTC) in the area bounded by Queen Street, Customs Street, Quay Street and Britomart Place, Auckland Central.
 - 1.2 The proposed duplicate designation would overlay the existing Auckland Transport (AT) BTC Designation 1556 (confirmed 2015), but under the financial responsibility of CRL
 - 1.3 As set out in the Notice, the proposed CRL
- A designation providing for the construction, operation and maintenance of a transport centre and the provision of a rail system including:
 - An underground Railway Station, attendant facilities and public access to the station through the main portal of the former Chief Post Office (CPO) building and at other access points. Above-ground features of the centre include the glazed annex to the CPO building, a series of skylights, ventilation stacks and other servicing plant and equipment.
 - Conditions applying to the construction of modifications associated with the ongoing operation and maintenance of the transport centre described as the BTC for the area identified on **Figure 1** below:

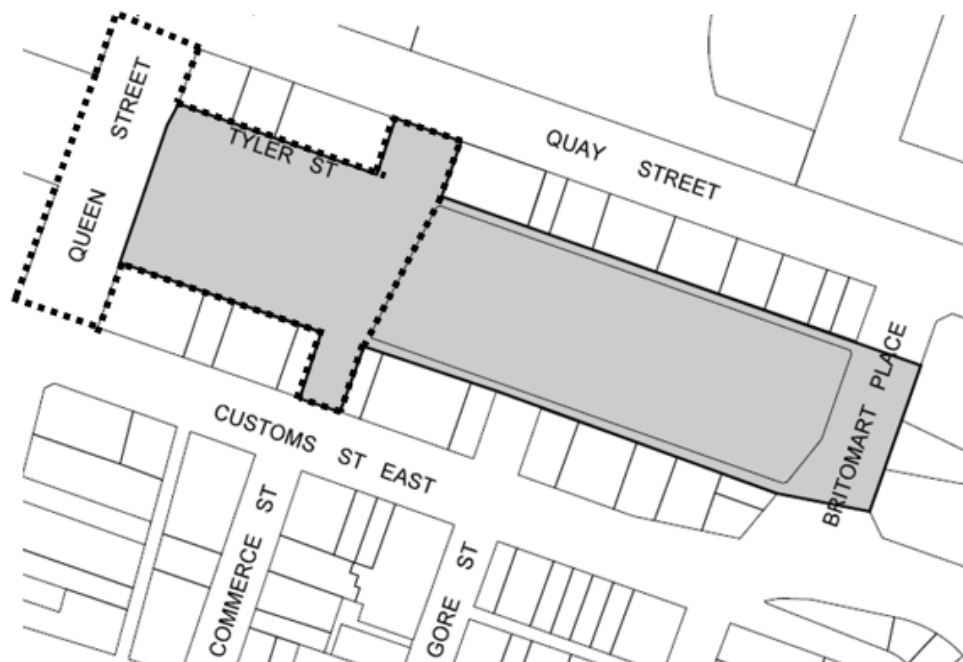


Figure 1 - Dotted area distinguishes that area to which conditions proposed by CRL

Notice of Requirement for a new Britomart Transport Centre designation are to apply.

Locality plan

1.4 The general location of the project is shown on Figures 2 and 3 below. I also refer to the NoR plan set which outlines the extent of the existing designations and the extent of the NoR.

Figure 2 – Proposed designation boundaries

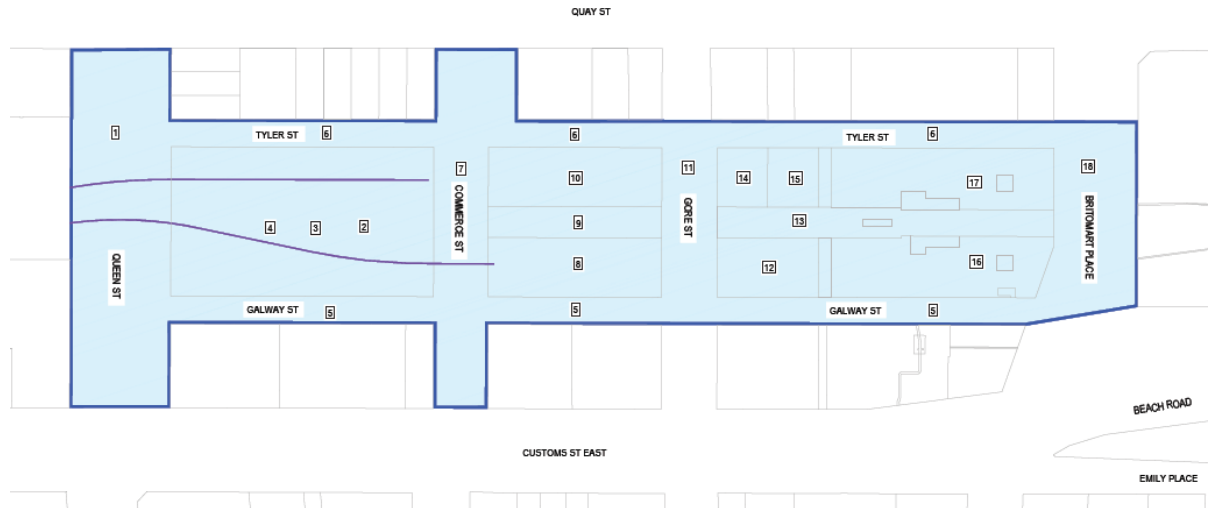
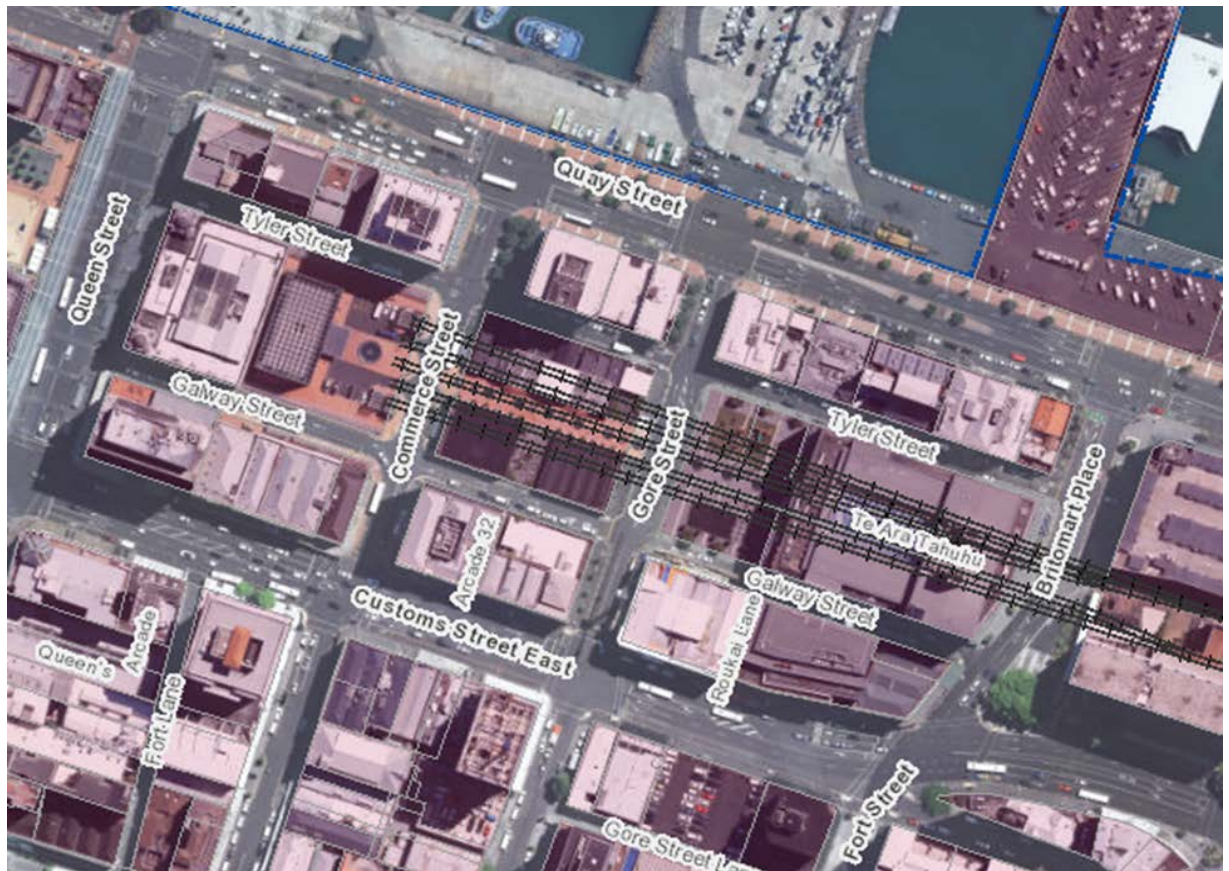


Figure 3 – General location plan and aerial photograph



Notice of requirement documents

1.5 The lodged NoR consists of the following documents:

1. Notice of Requirement for a Designation under section 168(2) of the RMA ('Form 18' notice), signed for CRLI by its General Counsel, Carol Beaumont;
2. Cover Letter dated 9 February 2018 from General Counsel for CRLI, Carol Beaumont;
3. Legal advice from Simpson Grierson dated 18 January 2018;
4. Plan No. CRL-BTM-RME-000-DRG-1022[1.0] and table and diagram;
5. Plan No. CRL-BTM-RME-000-DRG-1023[1.0].

1.6 The above documents are included in **Appendix A** to this report.

1.7 I note that the Form 18 notice refers to the 2015 Assessment of Environmental Effects (**AEE**) provided in support of the notice of requirement for Designation 1556 by Auckland Transport. I have included that AEE in **Appendix A** to this report.

Section 92 requests and responses

1.8 Section 92 of the RMA allows councils to request further information from a Requiring Authority and/or commission a report, at any reasonable time before the hearing.

1.9 No formal requests for further information were made by Council. However, for the purposes of the notification assessment under section 169 of the RMA, Council staff requested clarification from the Requiring Authority in relation to the following matters:

- a. Engagement with the Mana Whenua forum;
- b. Engagement with the Waitemata Local Board;
- c. Engagement with parties with a particular interest in the notice of requirement i.e. land or buildings within the designation boundaries (Cooper and Company / The Britomart Group);
- d. The Requiring Authority's views on notification; and
- e. Adoption by CRLI of evidence presented by Auckland Transport (AT) at the hearing of Designation 1556 and the outcomes of that hearing (i.e. amendments to notified conditions, plans etc.).

1.10 The Requiring Authority provided clarification to each of these requests, as set out in the notification assessment attached as **Appendix B**¹ to this report.

1.11 For the purposes of this report, I note that the final point, regarding adoption by CRLI of AT's evidence and amendments arising from the hearing of Designation 1556 remains relevant, insofar as CRLI acknowledges² that it is bound by the confirmed designation (and, in particular, Condition 1) rather than by the notice of requirement and AEE that preceded the designation.

¹ Notification report - Notice of requirement for a designation under the Resource Management Act 1991 by City Rail Link Limited for the Britomart Transport Centre under the Auckland Unitary Plan (Operative in Part) dated 23 April 2018 and attached as **Appendix B**.

² Email from CRLI dated 28 February 2018, attached at **Appendix B** (Appendix B to the notification assessment).

Specialist reviews

1.12 No specialist reviews were requested by the council.

2 Notice of requirement description

Background

2.1 Section 2 of the cover letter accompanying the Form 18 notice sets out the background to the notice of requirement.

2.2 The purpose of confirmed AT Designation 1556 is set out in paragraph 2.2 of the cover letter, as follows:

An alteration to Designation 1556 (previously Designation 314 in the legacy Central Area District Plan) was confirmed in April 2016. The alteration was progressed to enable the construction of CRL within Britomart Station, including the former Chief Post Office (CPO) building. A number of construction conditions were inserted in the designation through this alteration process, in relation to a defined area at the western end of the designation footprint – between lower Queen Street and Commerce Street (refer Figure 1 in the accompanying NoR). The purpose of the designation was otherwise altered to provide for “... the construction, operation and maintenance of a transport centre and the provision of a rail system”.

2.3 Subsequently, in 2017, CRLL was set up as a separate Requiring Authority to deliver the CRL project, as explained in paragraph 2.1 of the cover letter:

The CRL project was originally an Auckland Transport (AT) project but is now being delivered by CRLL, a Crown entity established on 1 July 2017 and jointly owned by the Crown and Auckland Council (the CRL project sponsors). CRLL has governance, operational and financial responsibility for design and construction of the CRL project – including works within the BTC. On 10 August 2017, CRLL was approved as a Requiring Authority for the purposes of the CRL project.

2.4 However, both AT and CRLL are required to exercise functions at the BTC. The relationship between AT and CRLL in respect of the BTC is summarised at paragraph 2.3, as follows:

However, at Britomart, CRL is being constructed in an operational station environment and ongoing rail operations remain the responsibility of AT and not CRLL. AT is reliant on the BTC designation for operational purposes (ongoing operation of public transport rail services) and CRLL is reliant on the BTC designation for CRL construction purposes. For these reasons, AT is retaining responsibility for the existing BTC designation. CRLL therefore needs to obtain a new (‘like for like’) designation for the purposes of constructing the CRL works at BTC. Importantly, no changes are being sought to the existing AT designation.

Proposal

2.5 The proposal is addressed at paragraph 3.0 of the cover letter to the Form 18 notice:

The new designation for the CRL works at Britomart is an exact duplication of the existing AT BTC designation, and is being sought by CRL on the following basis:

The CRL works for which the designation is sought are the same as those already authorised by the existing AT BTC designation, being the construction, operation and maintenance of a Transport Centre and the provision of a rail system;

There will be no adverse environmental effects over and above those already authorised by the existing AT BTC designation which forms part of the permitted baseline; and

The new designation is required for what are effectively 'administrative reasons' – i.e. as a consequence of the transfer of the CRL project from AT to CRL, combined with the need for AT to retain responsibility for the existing BTC designation for the ongoing operation of the existing rail system.

- 2.6 On the basis that the current proposal is for a duplicate designation due to the creation of a new Requiring Authority established solely for the construction of the CRL project, and as set out in the notification assessment under section 169 of the RMA³, CRL is of the view that there are no new effects arising from this overlapping designation.
- 2.7 As set out in the legal opinion prepared by Simpson Grierson dated 18 January 2018 (included within the notification assessment and supporting documents attached as **Appendix A** to this report), the existence of Designation 1556 held by AT means that any effects authorised by Designation 1556 form the permitted baseline of effects which may be discounted from the notification assessment.
- 2.8 Counsel for Auckland Council have reviewed the Simpson Grierson opinion and advise that they are comfortable with the position set out in that opinion; in particular, that the effects arising under confirmed Designation 1556 form the permitted baseline for the proposed CRL designation and that the permitted baseline test may be applied to designations.
- 2.9 The Requiring Authority has not provided an Assessment of Environmental Effects (AEE) with the NoR. However, as set out in the email from CRL (dated 28 February 2018 and attached as **Appendix B**), for the purposes of the current notice of requirement, CRL adopts the AEE lodged with the notice of requirement for Auckland Transport Designation 1556, as well as adopting all evidence presented by and on behalf of AT at that hearing and the outcomes of that hearing (i.e. any amendments to notified conditions and plans).

³ Notification report - Notice of requirement for a designation under the Resource Management Act 1991 by City Rail Link Limited for the Britomart Transport Centre under the Auckland Unitary Plan (Operative in Part) dated 23 April 2018 and attached as **Appendix B**.

- 2.10 In addition, CRLI has provided a cover letter to the Form 18 notice (dated 9 February 2018 and attached as **Appendix A**) that also sets out the relationship between Designation 1556 and the current notice of requirement from CRLI.
- 2.11 For completeness, I note that in addition to confirmed Designation 1556, there are other authorisations held by the Requiring Authority (or its predecessor Auckland Transport) that establish a broader effects envelope (i.e. permitted baseline) affecting the area that is the subject of this notice of requirement for a new designation.
- 2.12 Those authorisations include approved Outline Plans under Designation 1556, CRL Designation 2500-1 and any approved Outline Plans, and any regional consents granted for the construction of the CRL project.
- 2.13 Collectively, I consider that these authorisations establish a permitted baseline of effects that extends beyond that sought for the purpose of the present notice of requirement for a new duplicate designation.

Affected land

- 2.14 Land requirement plans *CRL-BTM-RME-000-DRG-1022[1.0]* and *CRL-BTM-RME-000-DRG-1023[1.0]* together with the schedule and diagram provided⁴ describes the land (including roads and open space) that is comprised within the proposed designation boundaries.
- 2.15 As discussed above and in the notification assessment under section 169 of the RMA⁵, I consider that no land is 'affected' insofar as all effects associated with the proposed new designation are captured within the permitted baseline of AT Designation 1556 (and other CRL authorisations). Therefore, to the extent that no new effects are authorised by the proposed duplicate designation, then in terms of section 149ZCB92)(a) of the Act, the notice will not have adverse effects on the environment that are more than minor.

Site, locality, catchment and environment description

- 2.16 The site and surrounding environment are described in the AEE for Designation 1556 at section 6. Given that the site and surrounding environment are substantially the same as in 2015⁶, in my view the Requiring Authority has provided a description of the subject site in a form and manner that is acceptable to Council.
- 2.17 Having undertaken a site visit on 15 March 2018, I concur with the description of the site and have no further comment.

⁴ All attached at **Appendix A**.

⁵ Email from CRLI dated 28 February 2018 attached as **Appendix B**.

⁶ The exception being the Precinct Properties development currently under construction on the corner of Queen Street and Customs Street West, Auckland Central. This development is outside the proposed designation boundaries.

Other designations, notices of requirement and resource consents.

2.18 The land within or adjoining the NoR is subject to a number of existing designations, notices of requirement and approved resource consents as set out below:

- a. AT Designation 1556, which is the underlying confirmed designation for the BTC that provides for the construction, maintenance and operation of the BTC;
- b. CRL Designation 1, which is described as “*A surface designation extending from Britomart Transport Centre to Albert Street/Mayoral Drive [...] for the construction, operation and maintenance of the CRL – including two rail tunnels and Aotea Station.*”⁷
- c. The following approved regional resource consents that been granted⁸ for this project:
 - i. R/REG/2014/5430 - Bulk earthworks
 - ii. R/LUC/2014/5428 - Earthworks within historic heritage overlay, 100year Annual Recurrence Interval floodplain and soil disturbance under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health;
 - iii. R/REG/2014/5432 - Take and diversion of groundwater;
 - iv. R/REG/2014/5435 - Discharge permit to discharge contaminants to soil and water
 - v. R/REG/2014/5436 - Discharge of wastewater and/or wash water to land or water;
 - vi. R/REG/2014/5437 - Discharges to air.

3 Notification and submissions

3.1 The NoR was processed without public notification or limited notification.⁹

4 Consideration of the notice of requirement

4.1 Designations under the Resource Management Act 1991

4.2 The RMA provides that the procedures adopted in processing a notice of requirement are generally those adopted for processing a resource consent application. This includes lodgement, requiring further information, notification, receiving and hearing of submissions. In respect of this NoR, all of those procedures have been followed.

4.3 The procedure differs from the resource consent process in respect of the Council’s consideration of the NoR. Section 171(1) of the RMA states:

(1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*

(a) *any relevant provisions of—*

⁷ AUP Designation 2500-1, transferred from AT to CRL pursuant to section 180 of the RMA in 2017.

⁸ There are two ‘suites’ of approved regional consents; one from Britomart station (Lower Queen Street, Auckland Central) to Aotea Station (Wyndham Street, Auckland Central) and another from Aotea Station to Mt Eden Station (Flower Street, Mt Eden). The consents listed above apply from the Britomart station to Aotea Station.

⁹ Notification determination made under delegated authority dated 2 May 2018, attached at **Appendix C**.

- (i) a national policy statement:
 - (ii) a New Zealand coastal policy statement:
 - (iii) a regional policy statement or proposed regional policy statement:
 - (iv) a plan or proposed plan; and
- (b) whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—
- (i) the Requiring Authority does not have an interest in the land sufficient for undertaking the work; or
 - (ii) it is likely that the work will have a significant adverse effect on the environment; and
- (c) whether the work and designation are reasonably necessary for achieving the objectives of the Requiring Authority for which the designation is sought; and
- (d) any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.

4.4 In addition, section 171(1B) requires that:

(1B) The effects to be considered under subsection (1) may include any positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation, as long as those effects result from measures proposed or agreed to by the Requiring Authority.

4.5 Section 171(1)(a) is addressed in section 5 below. Section 171(1)(b) is addressed in section 6 below. Section 171(1)(c) is addressed in section 7 below. Section 171(1)(d) is addressed in section 8 below. Section 171(1B) is addressed at section 9 below.

4.6 Section 171(1) is subject to Part 2 of the RMA. Part 2 contains the purpose and principles of the RMA. It has been confirmed by the Environment Court that, in relation to a designation matter:

...all considerations, whether favouring or negating the designation, are secondary to the requirement that the provisions of Part II of the RMA must be fulfilled by the proposal.¹⁰

4.7 After considering these matters, the council needs to make a recommendation to the Requiring Authority under section 171(2) of the RMA which states:

- (2) *The territorial authority may recommend to the Requiring Authority that it –*
- (a) *confirm the requirement:*
 - (b) *modify the requirement:*
 - (c) *impose conditions:*

¹⁰ See *Estate of P.A. Moran and Others v Transit NZ* (W55/99)

(d) *withdraw the requirement.*

4.8 Reasons must be given for the recommendation under section 171(3) of the RMA. Refer to section 6 below for my recommendation.

Consideration of submissions

4.9 This notice of requirement is being considered in a non-notified basis; therefore, no submissions have been received.

Effects on the environment

4.10 CRLL's approach to the assessment of effects on the environment of the current proposal is addressed in section 5 of the Form 18 notice and section 4 of the cover letter to that Form 18 notice. The actual and potential effects on the environment are discussed in Section 7 of the AEE¹¹ lodged with the notice of requirement for Designation 1556 lodged in May 2015.

Effects to be disregarded – trade competition

4.11 There are no trade competition effects that need to be disregarded.

Effects that may be disregarded – permitted baseline assessment

4.12 The permitted baseline refers to the adverse effects of permitted activities on the subject site.

4.13 The Environment Court in *Beadle v Minister of Corrections* A074/02 accepted that the discretion to apply permitted baseline comparisons extended to Notices of Requirement. In *Nelson Intermediate School v Transit NZ* (2004) 10 ELRNZ 369, the Court accepted that the permitted baseline must define the "environment" under section 5(2) (b) and (c) and from that section 171(1). When considering the adverse environmental effects of a proposal, the effects may be considered against those from permitted baseline activities. As the effects resultant from permitted baseline activities may be disregarded, only those environmental effects which are of greater significance need be considered.

4.14 In *Lloyd v Gisborne District Council* [2005] W106/05, the Court summed up the three categories of activity that needed to be considered as part of the permitted baseline as being:

1. What lawfully exists on the site at present
2. Activities (being non-fanciful activities) which could be conducted on the site as of right; i.e., without having to obtain a resource consent (see for example *Barrett v Wellington City Council* [2000] CP31/00).
3. Activities which could be carried out under granted, but as yet unexercised, resource consent.

4.15 Application of the permitted baseline approach is optional depending on its merits in the circumstances of the NoR.

¹¹ Attachment D to the Form 18 notice dated 9 February 2018.

- 4.16 The detail of the proposed BTC works is addressed at section 4.1 of the cover letter to the Form 18 notice. In my view it is worthwhile quoting the following section of the letter in full:

4.1.2 Western End of the Britomart Transport Centre

The NoR will not authorise any new effects over and above those effects already authorised by the existing AT BTC Designation 1556, including the works currently being constructed at the western end of the BTC in accordance with the CRL construction Outline Plan (OP) dated 21 July 2016. These effects are considered to form part of the existing environment as the CRL construction component of BTC Designation 1556 is being (and will continue to be) implemented.

4.1.3 Eastern End of the Britomart Transport Centre

Although the construction conditions that that were included through the BTC alteration process confirmed in April 2016 are not applicable to the eastern end of the BTC (refer Figure 1 in the NoR), construction is still authorised in this area. This is because the purpose of the AT BTC Designation 1556 is applicable to the entire designation extent and includes construction.

The effects of construction of a transport centre and provision of a rail system at the eastern end of the BTC designation in the future are part of the permitted baseline (as if the works are permitted under the AUP under the existing AT Designation 1556) and therefore can be disregarded.

An OP has not been processed for the future CRL 'tie in' works that will be required at the eastern end of BTC. The design of these future works is not at a stage in which an OP can be obtained. Future works within this area covered by the NoR will be considered through the OP process and subject to the need for any regional resource consents (in the same way they currently are under AT BTC Designation 1556).

- 4.17 As discussed in section 2 above, I accept CRL's position that all effects arising from the proposed overlapping designation fall within the permitted baseline created by Designation 1556. I also note the wider permitted baseline arising from the envelope of effects of other authorisations associated with the CRL project in the subject area, including approved outline plans under Designation 1556, CRL Designation 1 and any approved outline plans, and effects associated with the regional consents granted in relation to the CRL project.

- 4.18 Therefore, I consider that it is appropriate to exercise Council's discretion to apply the permitted baseline for the purposes of considering the environmental effects of the NoR.

Effects that may be disregarded – written approvals.

- 4.19 Any effect on a person who has given written approval to the notice of requirement may be disregarded if it is appropriate to do so.

4.20 No written approvals have been obtained in relation to this notice of requirement. However, CRLL advise¹² that Cooper and Company (the asset and development manager for the Britomart Group which holds a contract for the long-term ownership and development of the Britomart Precinct) have confirmed that they do not oppose the designation. In addition, the Britomart Group has provided confirmation by email to Auckland Council that it “has no issues with the change and has just concluded a memorandum of understanding with CRLL to protect Britomart interests in the east building atrium”.¹³

Positive effects

4.21 I note that positive effects are not captured by the permitted baseline approach, and to that extent, that there is an ‘imbalance’ in terms of the overall assessment of effects whereby positive effects may be considered but adverse effects disregarded.

4.22 In other words, there are no ‘new’ positive effects associated with the new designation; yet any “*positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation...*” may be considered in accordance with section 171(1B) of the RMA.

4.23 CRLL has not specified any positive effects in their Form 18 Notice or the accompanying cover letter. The 2015 AEE cites the broader positive effects of the wider CRL project, including transportation improvements, enabling growth and urban re-development amongst others.

4.24 In terms of the discretion to consider such positive effects under section 171(1B) the wider positive effects may be said to compensate for some of the adverse effects associated with the construction of the BTC and the tie-in works; however, where all adverse effects associated with the designation have already been disregarded in accordance with the permitted baseline principle, I consider it inappropriate or at best a duplication to reconsider such effects in the absence of any ‘live’ adverse effects that may be compensated or offset against.

4.25 In any event, I do not consider such positive effects to be a deciding factor for the purposes of this assessment; rather it is the absence of any adverse effects that, in my opinion, is the over-arching factor in the consideration of effects under section 171(1) of the RMA.

Adverse effects

4.26 CRLL’s approach to the assessment of effects on the environment of the current proposal is addressed in section 5 of the Form 18 notice and section 4 of the cover letter to that Form 18 notice. The actual and potential effects on the environment are discussed in section 7 of the AEE¹⁴ lodged with the notice of requirement for Designation 1556 lodged in May 2015.

¹² By email from Simpson Grierson, dated 6 March 2018, attached as **Appendix D**.

¹³ By email from Grant Kirby, dated 21 March 2018, attached as Appendix E.

¹⁴ Attachment D to the Form 18 notice dated 9 February 2018.

4.27 As discussed in section 2 above, I accept CRL's position that all effects arising from the proposed overlapping designation fall within the permitted baseline created by Designation 1556. I also note the wider permitted baseline arising from the envelope of effects of other authorisations associated with the CRL project in the subject area, including approved outline plans under Designation 1556, CRL Designation 1 and any approved outline plans, and effects associated with the regional consents granted in relation to the CRL project.

4.28 Therefore, I consider that it is appropriate to exercise Council's discretion to apply the permitted baseline for the purposes of considering the environmental effects of the NoR.

Effects conclusion

4.29 I consider, in light of the fact that all potential adverse effects associated with the proposed designation fall within the permitted baseline of effects arising from confirmed AT Designation 1556, that the existing conditions of that confirmed designation, CRL Designation 2500-1 and the suite of approved regional consents will ensure that the effects of the project will be avoided, remedied or mitigated.

5 Statutory assessment - section 171(1)(b)

5.1 Section 4.2 of the cover letter addresses the requirement of section 171(1)(a) to:

consider the effects on the environment of allowing the requirement, having particular regard to—

(a) any relevant provisions of—

(i) a national policy statement:

(ii) a New Zealand coastal policy statement:

(iii) a regional policy statement or proposed regional policy statement:

(iv) a plan or proposed plan; [...]

National environmental standards

5.2 Section 8.5 of the AEE addresses National Policy Statements (NPS) and National Environmental Standards (NES). The following NES are considered:

- a. National Environmental Standard for Assessing and Managing Contaminants in Soil (**NES(soil)**); and
- b. National Environmental Standards for Air Quality (**NES-AQ**).

National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health

5.3 The NES(soil) provides a nationally consistent set of planning controls and soil contaminant values to ensure that land affected by contaminants in soil is appropriately identified and assessed before it is developed and, if necessary, the land is remediated, or the contaminants contained to make the land safe for human use.

National Environmental Standards for Air Quality

- 5.4 The NES-AQ is made up of 14 separate but interlinked standards. The 14 standards in the NES include standards banning activities that discharge significant quantities of dioxins and other toxics into the air and for ambient air quality.
- 5.5 Confirmed Designation 1556 includes a condition (33A) that requires preparation of an Air Quality Delivery Works Plan to “*avoid, remedy or mitigate the adverse effects on air quality during construction of the Project poor any part of it.*”
- 5.6 The project was found to be consistent¹⁵ with the higher order documents discussed above for the purposes of Designation 1556. Given that the proposed new designation mirrors Designation 1556 in terms of effects, I consider that the finding of consistency with those documents remains valid.

National policy statements

- 5.7 Section 171(1)(a)(ii) requires the council to, subject to Part 2, consider the effects on the environment of allowing the notice of requirement, having particular regard to any relevant provisions of a national policy statement.
- 5.8 The cover letter to the form 18 notice notes that there is no new coastal policy statement and there are no new national policy statements since Designation 1556 was confirmed.

New Zealand Coastal Policy Statement (NZCPS)

- 5.9 The NZCPS contains objectives and policies relating to the coastal environment.
- 5.10 In my view the NZCPS is not applicable to this notice of requirement.

Other National Policy Statements

- 5.11 No other NPS are relevant to this notice of requirement.

Hauraki Gulf Marine Park Act 2000 (HGMPA)

- 5.12 This HGMPA is also a national policy statement (refer section 9 of the HGMPA). Geographically it applies to the Hauraki Gulf, its islands and catchments. Catchment is defined to mean any area of land where the surface water drains into the Hauraki Gulf. This includes the catchment within which the project works are located.
- 5.13 The key issue is the extent to which the project works address the matters set out in sections 7 and 8 of the HGMPA. Section 7 recognises the national significance of the Hauraki Gulf, its islands and catchments, while section 8 outlines the objectives of the management of the Hauraki Gulf, its islands and catchments. The objectives are intended to protect, maintain and where appropriate enhance the life-supporting capacity of the environment of the gulf and its islands.

¹⁵ Recommendation following the hearing of a notice of requirement for an alteration to designations under the Resource Management Act 1991 – Designation 314 and PAUP Designation ID 1556 (page 22), attached as **Appendix D** to this report.

- 5.14 As with the NPS discussed above, the project was found to be consistent¹⁶ with the planning instruments addressed in the 2015 AEE for the purposes of Designation 1556. Given that the proposed new designation mirrors Designation 1556 in terms of effects, I consider that the finding of consistency with those documents remains valid.
- 5.15 Regional resource consents have been obtained¹⁷ by AT for the construction of the CRL project, as follows:
- a. R/REG/2014/5430 - Bulk earthworks
 - b. R/LUC/2014/5428 - Earthworks within historic heritage overlay, 100 year Annual Recurrence Interval floodplain and soil disturbance under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health;
 - c. R/REG/2014/5432 - Take and diversion of groundwater;
 - d. R/REG/2014/5435 - Discharge permit to discharge contaminants to soil and water
 - e. R/REG/2014/5436 - Discharge of wastewater and/or washwater to land or water;
 - f. R/REG/2014/5437 - Discharges to air.
- 5.16 In my view, the conditions of these consents are sufficient to ensure that the works associated with the CRL project are generally consistent with the relevant provisions of the HGMPA.

Regional and District planning instruments

- 5.17 With respect to regional and district provisions, the 2015 AEE for Designation 1556 assessed the proposal against the now superseded Auckland Regional Policy Statement and Auckland Council District Plan: Central Area section.
- 5.18 The cover letter to the Form 18 notice includes an assessment against the Auckland Unitary Plan – Operative in Part at section 4.2. I refer to this assessment in the sections below.

Regional Policy Statement (Chapter B of the AUP) (RPS)

- 5.19 The RPS sets the strategic direction for managing the use and development of natural and physical resources throughout Auckland.
- 5.20 RPS provisions are addressed in section 4.2 of the cover letter to the Form 18 notice.
- 5.21 As set out in the cover letter, the key aspects of the RPS that are particularly relevant to the Britomart Transport Centre are as follows:
- a. Chapter B3 – Infrastructure;
 - b. Chapter B5 – Built heritage; and
 - c. Chapter B6 – Mana Whenua.

¹⁶ Recommendation following the hearing of a notice of requirement for an alteration to designations under the Resource Management Act 1991 – Designation 314 and PAUP Designation ID 1556 (page 22), attached as **Appendix D** to this report.

¹⁷ There are two 'suites' of approved regional consents; one from Britomart station (Lower Queen Street, Auckland Central) to Aotea Station (Wyndham Street, Auckland Central) and another from Aotea Station to Mt Eden Station (Flower Street, Mt Eden). The consents listed above apply from the Britomart station to Aotea Station.

5.22 In addition to the provisions identified in the AEE, I also consider the provisions in the table below to be relevant to the NoR..

| | | |
|--|---|--|
| <p>B6.2 Recognition of Treaty of Waitangi partnerships and participation</p> | <p>Policy B6.3.2(2) <i>Integrate Mana Whenua values, mātauranga and tikanga:</i> <i>(d) in resource management processes and decisions relating to freshwater, geothermal, land, air and coastal resources.</i></p> | <p>As noted in the cover letter and section 6.3 of the AEE, AT / CRLL continue to engage with the Mana Whenua Forum in relation to the wider CRL project, which is consistent with Policy B6.3.2(2).</p> |
|--|---|--|

5.23 I concur with the assessment at section 4 of the cover letter; in particular for the following reasons:

- a. Insofar as Chapter B3 requires that the construction operation and maintenance of regionally significant infrastructure is to be managed in a way that avoids mitigates or remedies adverse effects, the proposed duplicate designation is consistent with the relevant objectives and policies because no new adverse effects are authorised by this designation;
- b. In relation to the protection of historic heritage (in this case former Central Post Office above the Britomart Transport Centre) from inappropriate use and development, the assessment undertaken for the purpose of Designation 1556 concluded that such adverse effects could be appropriately managed through conditions to avoid remedy or mitigate such effects. On the basis that the conditions of that designation were confirmed and that no new effects are proposed through this mirror designation, in my view the proposal is consistent with the relevant objectives and policies of Chapter B5. For completeness I also note that conditions of the regional consents also serve to mitigate adverse effects on heritage;

- c. Chapter B6 provides for recognition of the principles of the Treaty of Waitangi and recognition of mana whenua values through involvement of mana whenua in resource management decision-making. The approach taken by AT and now CRLI toward addressing matters of significance to mana whenua is the establishment of an ongoing Mana Whenua Forum, as described in section 7.10 of the 2015 AEE. While CRLI has not specifically contacted the Mana Whenua Forum for the purposes of this duplicate designation, engagement was undertaken for the purposes of Designation 1556. As summary of discussions is included at section 4.3.4 of the 2015 AEE, and it is also noted at section 7.10 that no specific concerns were raised by mana whenua in relation to the BTC project. In addition, condition 9 of Designation 1556 provides for the ongoing role of mana whenua with respect to input into management plans, involvement in built heritage and archaeological matters, and undertaking kaitiakitanga responsibilities including in relation to monitoring, discovery procedures and providing mātauranga Māori input. In my view the ongoing engagement by AT / CRLI with the Mana Whenua Forum and the outcomes required by Condition 9 of Designation 1556 are consistent with the relevant objectives and policies of Chapter B5.

5.24 For the reasons given above it is my overall conclusion that the proposed CRLI duplicate designation over AT's existing BTC Designation is consistent with the relevant objectives and policies of the RPS.

Auckland Unitary Plan - Chapter D overlays

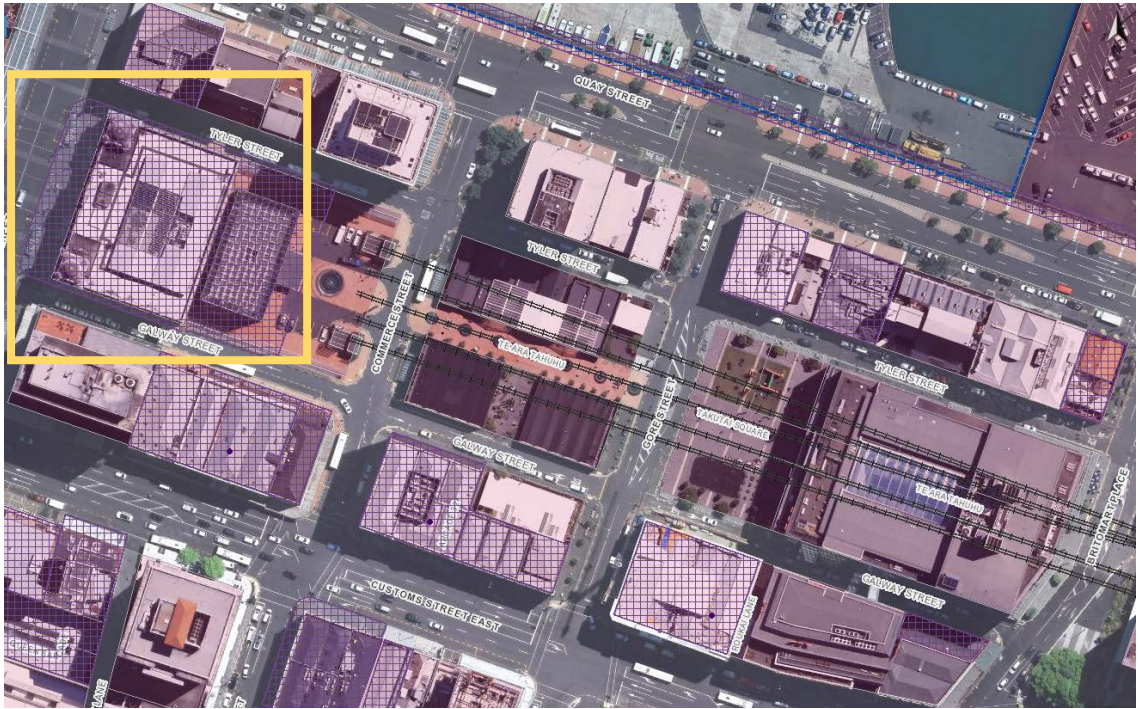
5.25 Chapter D provisions are addressed in section 4.2 of the cover letter to the Form 18 notice.

5.26 The applicable overlays are as follows:

- a. Built Heritage and Character: Historic Heritage Overlay Extent of Place;
- b. Infrastructure: City Centre Port Noise Overlay;
- c. Controls: Vehicle Access Restriction – General;
- d. Controls: Macroinvertebrate Community Index – Urban.

5.27 Section 4 of the cover letter to the Form 18 notice includes an assessment of the proposed designation against the above overlays. Of the above overlays, CRLI's view is that only the Built Heritage and Character: Historic Heritage Overlay Extent of Place is relevant to the current proposal. I agree with that assessment.

5.28 The Central Post Office is identified as historic heritage in Schedule 14.1 as shown by the cross-hatching in the top left of the image below:



- 5.29 As noted in the cover letter, Objectives D17.2(1)-(3) and Policies D17.3(3)-(5) and (7)-(11) seek to endure that historic heritage is protected from the adverse effects of use and development.
- 5.30 As noted above with respect to the RPS assessment, the assessment undertaken for the purpose of Designation 1556 concluded that such adverse effects could be appropriately managed through conditions to avoid, remedy or mitigate such effects.
- 5.31 On the basis that the conditions of that designation were confirmed (including a requirement to prepare a Conservation Plan) and that no new effects are proposed through this mirror designation, in my view the proposal is consistent with the relevant objectives and policies of Chapter D17. For completeness I also note that conditions of the regional consents also serve to mitigate adverse effects on heritage.

Auckland Unitary Plan - Chapter E Auckland-wide

5.32 As noted above, regional resource consents have been obtained by AT for the construction of the CRL project, as follows:

- a. R/REG/2014/5430 - Bulk earthworks
- b. R/LUC/2014/5428 - Earthworks within historic heritage overlay, 100-year Annual Recurrence Interval floodplain and soil disturbance under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health;
- c. R/REG/2014/5432 - Take and diversion of groundwater;
- d. R/REG/2014/5435 - Discharge permit to discharge contaminants to soil and water;
- e. R/REG/2014/5436 - Discharge of wastewater and/or washwater to land or water;
- f. R/REG/2014/5437 - Discharges to air.

5.33 In my view, all effects associated with these activities that would be captured by the Auckland-wide provisions may be considered to be appropriately avoided, remedied or mitigated by the conditions of these effects.

5.34 Other Auckland-wide effects relevant to the current proposal are noise and vibration, as per the table below:

| | |
|-------------------------------|---|
| E25 Noise and vibration | Objective E25.2(4) - Construction activities that cannot meet noise and vibration standards are enabled while controlling duration, frequency and timing to manage adverse effects. |
|-------------------------------|---|

5.35 Designation 1556 contains a suite of noise and vibration conditions. On the basis that the conditions of that designation were confirmed and that no new effects are proposed through this duplicate designation, in my view the proposal is consistent with the relevant objectives and policies of Chapter E25.

Auckland Unitary Plan – Chapter H – Business – City Centre zone

5.36 Chapter H provisions are addressed in section 4 of the cover letter to the Form 18 notice.

5.37 As noted in the cover letter, the area that falls within the proposed designation is zoned as Business – City Centre zone. CRLL's assessment is that the following zone provisions are relevant:

- a. Objectives H8.2(1), (2), (3), (5), (7), (9), (10) and (11); and
- b. Policies H8.3(22), (23), (27), (33), (34), (35) and (37).

- 5.38 With respect to the General Business zone objectives, I consider that these are of limited application to this proposed designation to construct the Britomart Transport Centre. Despite that, I note that Objective 3 seeks to ensure that development contributes towards planned future form and quality [...] and Objective 5 seeks to ensure a network of centres that provides a framework and context to the functioning of the urban area and its transport network¹⁸ and a basis for regeneration and intensification initiatives¹⁹. In my view, the proposed BTC designation is consistent with those objectives.
- 5.39 With respect to the Business - City Centre zone objectives, I consider that the BTC designation is consistent with the objectives that seek that a hub of an integrated regional transport centre is located within the city centre²⁰, and that the city centre is accessible by a range of transport modes with an increasing percentage of residents, visitors, students and workers choosing walking, cycling and public transport²¹.
- 5.40 For completeness, I note further that in my opinion that the BTC designation is not inconsistent with any of the General Business zone objectives or Business - City Centre zone objectives.
- 5.41 With respect to the Business City Centre zone policies, the Requiring Authority's assessment generally focusses on the policies for City Centre precincts, historic heritage and public realm, along with one land use activity policy to support the development of public transport and efficiency when changing transport modes.²²
- 5.42 While I consider that some of these policies are more applicable to the proposed CRLL designation than others, I generally concur with the Requiring Authority's assessment that, subject to the conditions of Designation 1556, the NoR:

“is consistent with these objectives and policies in that its purpose is to establish a designation which enables the extension of the existing rail infrastructure in the BTC to enable the construction of the CRL, which represents a significant upgrade to the City's rail network. The proposed works associated with the NoR require modification to the CPO building, a scheduled historic heritage item. A HIA has been previously prepared to identify the impact of these works on the CPO building. This assessment concluded that any potential effects can be managed subject to the implementation of appropriate monitoring and mitigation measures in conjunction with proposed design and construction methodologies.”

¹⁸ Objective 3(a)

¹⁹ Objective 3(c)

²⁰ Objective 10

²¹ Objective 11

²² Policy 22

- 5.43 In particular, in addition to Policy 22, I consider that the proposed designation is consistent with policies that seek to encourage specific outcomes that relate to significant transformational opportunities²³, and that require building and development of the highest quality that contribute to the City Centre's role as an international centre²⁴.
- 5.44 In my view the CRL project is clearly consistent with the direction sought for the development of the City Centre in terms of providing improved functioning of the transport network which will enable the city Centre to grow as the major hub for business as well as education, residential activity, entertainment etc. in a manner that overall reduces the adverse effects of large transport infrastructure.
- 5.45 Moreover, the project is not inconsistent with the direction set out in the City Centre zone objectives and policies.
- 5.46 However, I consider that the policy support for the CRL project, and in particular this proposed designation is more clearly provided through the infrastructure and heritage provisions of the AUP, as set out above. To that extent, it is my view that policy support for the designation does not hinge on the City Centre objectives and policies but that the project is nonetheless consistent with the provisions.

Auckland Unitary Plan – Chapter I – Precincts - Britomart Precinct

- 5.47 The land subject to this notice of requirement is comprised in Britomart sub-precinct B. As noted in section 4.2 of the cover letter to the Form 18 notice, the purpose of the precinct is to:

“act as a regional transport centre, provide for comprehensive development and provide a link between the core central business district and the harbour edge, while preserving identified special character and historic heritage values and enabling adaptive reuse of those buildings.”

- 5.48 In that regard, I consider that the following objectives and policies of the Britomart precinct are applicable to this notice of requirement:
- a. Objective I201.2(1)-(3); and;
 - b. Policies I201.3(10) and (11).
- 5.49 Collectively these provisions seek to ensure that development of the Britomart precinct is integrated with the transport infrastructure within the precinct in a manner that ensures the heritage values of the precinct are retained.
- 5.50 In my view the proposed duplicate designation will achieve these outcomes and the notice of requirement is therefore consistent with the Britomart precinct provisions.

²³ Policy 23

²⁴ Policy 33

6 Alternative sites, routes or methods – section 171(1)(b)

6.1 Section 171(1)(b) requires that:

1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*

(a) ...

(b) *whether adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if—*

(i) *the Requiring Authority does not have an interest in the land sufficient for undertaking the work; or*

(ii) *it is likely that the work will have a significant adverse effect on the environment; ...*

6.2 The assessment of alternatives is addressed at section 6 of the Form 18 notice and section 4.3 of the cover letter to that notice. Those documents in turn refer to the assessment of alternatives undertaken for Designation 1556 at section 4 of the 2015 AEE.

6.3 As noted at section 4.3 of the cover letter, BTC is owned by AT, therefore CRLL does not have an interest in the land sufficient for undertaking the works. Accordingly, while there are no new effects authorised by the proposed designation beyond those that fall within the permitted baseline of confirmed Designation 1556, and therefore no assessment is required under the second limb of subsection (b) (as it is *not* likely that the work will have a significant adverse effect on the environment), section 171(1)(b)(ii) requires an assessment of alternative sites, routes or methods.

6.4 While the 2015 AEE is instructive in explaining the sites, routes and methods considered for the purpose of confirmed Designation 1556, and that alternatives assessment was considered sufficient for the purposes of the 171(1)(b) assessment²⁵, I note that in light of the fact that there is effectively no change to the works associated with the project arising from the duplicate designation (and no new effects are authorised), it is unnecessary to reconsider the alternative sites, routes and methods. Put another way, works have already commenced under the existing designation (as noted at section 6 of the Form 18 notice) and in accordance with the approved outline plan²⁶ and it is impractical to suggest that alternatives could be imposed at this stage of the project.

6.5 Accordingly, it is my view that no further assessment is required for the purposes of this notice of requirement. In my opinion, therefore, the information supplied demonstrates that the Requiring Authority has satisfied the requirements of section 171(1)(b), such that adequate consideration has been given to alternative sites, routes, or methods of undertaking the work.

²⁵ Recommendation following the hearing of a notice of requirement for an alteration to designations under the Resource Management Act 1991 – Designation 314 and PAUP Designation ID 1556 (pages 18-20), attached as **Appendix D** to this report.

²⁶ R/OPW/2016/2199 dated 21 July 2016.

7 Necessity for work and designation – section 171(1)(c)

7.1 Section 171(1)(c) requires that:

1) *When considering a requirement and any submissions received, a territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*

(a) ...

(b) ...

(c) whether the work and designation are reasonably necessary for achieving the objectives of the Requiring Authority for which the designation is sought.

7.2 The Requiring Authority's project objectives are attached as **Appendix E** to the CRL notice of requirement.

7.3 The reasonable necessity of the work and designation for achieving those objectives is addressed at section 7 of the Form 18 notice and section 4.4 of the cover letter to that notice. As noted in those documents, CRL has adopted the CRL project objectives.

7.4 The Form 18 notice states at section 7 that:

The NoR is reasonably necessary for achieving the CRL Project objectives as:

- *It will enable the construction, operation and maintenance of the Project works within the Britomart Transport Centre, which will support the CRL;*
- *It will provide increased certainty for stakeholders in terms of the potential adverse effects from construction of the CRL and future rail operations, necessary land requirements and confirmation these potential adverse effects will be managed through designation conditions and the OP process in respect to future works; and*
- *It will provide sufficient construction support area in lower Queen Street to enable the efficient construction of the CRL. At the completion of works the designation over lower Queen Street will be drawn back to the western face of the CPO.*

7.5 As noted at section 4.4 of the cover letter, CRL are now the Requiring Authority with financial responsibility for the CRL project (and I note further, in particular, construction of the CRL project). Accordingly, CRL's view is that the NoR is reasonably necessary for achieving the objectives of the Requiring Authority in that the NoR will facilitate the construction of the CRL within the BTC.

7.6 On the basis that Designation 1556 was reasonably necessary to achieve the objectives of the CRL project by AT, I consider that it is a logical corollary that this proposed duplicate designation is reasonably necessary to achieving the project objectives by CRL as the Requiring Authority now solely responsible for construction.

7.7 Therefore, I consider that the works and designation are reasonably necessary to achieve the Requiring Authority's objectives.

8 Any other matter – section 171(1)(d)

8.1 Section 171(1)(d) requires the council to also have particular regard to any other matter it considers reasonably necessary in order to make a recommendation on the requirement. In this case I consider that the following non-RMA documents are relevant:

- a. The Auckland Plan 2012
- b. Draft Auckland Plan 2050
- c. Auckland Transport Alignment Project (ATAP) 2018

The Auckland Plan 2012

8.2 The Auckland Plan was adopted by Auckland Council in March 2012 in accordance with the Local Government (Auckland Council) Act 2009 requirement to produce a spatial plan. Its purpose is to contribute to Auckland's social, economic, environmental, and cultural well-being through a comprehensive and effective long-term (20 to 30 year) strategy for Auckland's growth and development. The Auckland Plan must identify the existing and future location and mix of critical infrastructure, services and investment including transport. The Auckland Plan identifies Transport Priorities, that are relevant to the proposal, including:

- Integrate transport planning and investment with land-use development.
- Prioritise and optimise investment across transport modes.
- Implement new transport funding mechanisms.

8.3 The application of the Auckland Plan to the CRL project was considered at the hearing of the Designation 1556 notice of requirement. Section 8.5.9 of the 2015 AEE states that:

“The Auckland Plan states that “the CRL is the foremost transformational project in the next decade. It creates the most significant place shaping opportunity, as the entire city centre would be within a 10-minute walk of a railway station. As well, many more rail trips across Auckland could take place as a continuous ride without needing to transfer.

The Project is an essential component of the CRL which in turn is a fundamental component of the Auckland Plan's vision for creating the world's most liveable city.”

8.4 As discussed above, the project was found to be consistent with the planning instruments addressed in the 2015 AEE for the purposes of Designation 1556. Given that the proposed new duplicate designation mirrors Designation 1556 in terms of effects, and in terms of its contribution to the outcomes sought in the 2012 Auckland Plan, I consider that the finding of consistency with those documents remains valid.

Draft Auckland Plan 2050

8.5 The draft Auckland Plan 2050 is currently under development. The Planning Committee gave 'in principle' approval to the draft strategic framework of the plan in August 2017. Submissions on the draft plan are currently being considered and the final document is due for release in August 2018. As currently proposed, the draft Auckland Plan 2050 seeks to achieve 6 outcomes, as follows:

- Belonging and participation
- Māori identity and wellbeing
- Homes and places
- Transport and access
- Environment and cultural heritage
- Opportunity and prosperity

8.6 The outcome of greatest relevance to the present notice of requirement is the transport and access outcome, which is set out in full as "*Aucklanders will be more easily able to get to where they want to go and will have choices about how they get around.*"

8.7 This 'objective' is further broken down (in the draft plan) as follows:

- Create an integrated transport system connecting people, places, goods and service;
- Increase genuine travel choices for a healthy, vibrant and equitable Auckland; and
- Maximise safety and environmental protection.

8.8 In my view the CRL project is consistent with all three of these 'objectives'.

8.9 While the benefits of the CRL are not directly addressed under the transport and access outcome (the project notes as being underway already), there are multiple references to the improved access and economic benefits that the CRL project will enable.

8.10 To the extent that the proposed duplicate designation will enable CRL to complete the wider CRL project, I consider that this notice of requirement will contribute to the achievement of the transport and access outcome in the draft Auckland Plan 2050.

Auckland Transport Alignment Project (ATAP) 2018

8.11 The Auckland Transport Alignment Project (ATAP) first drafted in 2016 is a combined approach by the government and council on delivering Auckland's transport priorities. It sets out an agreed strategic approach for the development of Auckland's transport system over the next 30 years.

8.12 Since 2016 there have been 2 updates to ATAP, the latest being in 2018. The most recent version of ATAP provides advice on recommended transport investment priorities (called the "ATAP Package") over the next 2018-2028 decade. The ATAP package contains around \$28 billion worth of investment in Auckland's transport over the next decade. ATAP 2018 provides greater emphasis on public transport (in particular rapid transit), walking, cycling and improving safety.

8.13 Given the emphasis in ATAP 2018 on public transport and that the CRL project is listed as a 'committed project' I consider that the CRL project and therefore the BTC duplicate designation is clearly consistent with ATAP.

Other regional transport strategies

8.14 I note that a number of other strategic documents were addressed in the 2015 AEE. The CRL project was assessed as being consistent with those documents.

8.15 A number of these documents are currently undergoing 'rolling review' and as such the transport priorities included therein may be subject to change.

8.16 However, given the importance of the CRL project to Auckland's transport infrastructure, and the fact that its construction has already commenced, and that the purpose of these is to align with the Auckland Plan objectives I do not consider that further assessment against these draft plans is required.

9 Positive effects – section 171(1B)

9.1 Section 171(B) provides as follows:

(1B) The effects to be considered under subsection (1) may include any positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from the activity enabled by the designation, as long as those effects result from measures proposed or agreed to by the Requiring Authority.

9.2 Positive effects are addressed at section 7.2 of the 2015 AEE.

9.3 I concur with the conclusions reached in the AEE in relation to positive effects.

9.4 In my view the CRL project will provide a range of social, economic and environmental benefits (i.e. positive effects), and this duplicate designation will contribute to the overall CRL project.

10 Designation lapse period extension – section 184(1)(c)

10.1 Section 184 of the RMA states that designations lapse within five years, if not given effect to, or an extension has been obtained under section 184(1)(b), or unless the designation in the AUP sets a different lapse period under section 184(1)(c).

10.2 Section 184 of the Act gives discretion to alter the lapse period for a designation from the default 5 years. The Environment Court decision in *Beda Family Trust v Transit NZ*²⁷ makes the following statement on the exercise of that discretion in considering a longer lapse period:

²⁷ A139/04

The decision has to be exercised in a principled manner, after considering all of the circumstances of the particular case. There may be circumstances where a longer period than the statutory 5 years is required to secure the route for a major roading project. Such circumstances need to be balanced against the prejudicial effects to directly affected property owners who are required to endure the blighting effects on their properties for an indeterminate period. The exercise of the discretion needs to be underlain by fairness.

10.3 CRLL has requested a 10-year lapse period for this NoR. The Requiring Authority's reasons for this request are stated at section 11 of the Form 18 notice, as follows:

The CRL Designation 1714 has a lapse period of 10 years pursuant to section 184(1)(c) of the RMA. CRLL proposed a lapse period of 10 years for this NoR given the CRL construction works will be undertaken over both designations.

10.4 I note the following paragraph from the recommendation on Designation 1556:

The reasons for the longer lapse period are included in the NoR and relate to the need to protect the project area so that there can be certainty that the project can be completed and that sufficient time is available for the related resource consents to be obtained and for the project to be constructed (the construction period is likely to be at least 3 and half years).²⁸

10.5 Designation 1556 would lapse approximately 8 years from now (on the basis that Auckland Transport's decision letter²⁹ is dated 17 March 2016). Given that works have already commenced I consider it is appropriate to align the proposed duplicate designation lapse date with that of the confirmed designation.

10.6 Having regard to these circumstances I recommend a lapse date of 27 March 2026.

11 Part 2 of the Resource Management Act 1991

11.1 The purpose of the RMA is set out in section 5(1); namely, "*to promote the sustainable management of natural and physical resources*".

11.2 Sustainable management is defined in section 5(2) as:

...managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while –

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

²⁸ Recommendation following the hearing of a notice of requirement for an alteration to designations under the Resource Management Act 1991 – Designation 314 and PAUP Designation ID 1556 (page 23), attached as **Appendix D** to this report.

²⁹ Attached as **Appendix E** to this report.

- 11.3 Section 6 of the RMA sets out the matters of national importance which must be recognised and provided for.
- 11.4 Section 7 of the RMA sets out other matters which shall be given particular regard to.
- 11.5 Section 8 of the RMA requires the principles of the Treaty of Waitangi to be taken into account.
- 11.6 Following the decision of the Supreme Court in *Environmental Defence Society Inc v The New Zealand King Salmon Co Ltd.*³⁰, I note that the application of Part 2 of the RMA is currently the subject of judicial debate; in particular whether the phrase “subject to Part 2” in section 104 (in relation to resource consent decisions) requires an overall broad judgement based on sections 5-8 of the RMA following the consideration of the proposal against section 104 including any relevant planning instruments.
- 11.7 Pending the decision of the Court of Appeal in the appeal against the decision of the High Court in *R J Davidson Family Trust v Marlborough District Council*³¹ I consider it appropriate for present purposes to rely on the decision of the High Court in *New Zealand Transport Agency v Architectural Centre Inc.*³²
- 11.8 That case concerned the application of Part 2 of the RMA specifically in relation to the assessment of effects of a notice of requirement under section 171(1) of the RMA. The High Court in that case cited with approval the following passage from the decision of the Board of Inquiry hearing that was the subject of the High Court appeal:
- “For the above reasons, the statutory framework and expectation of Section 171(1) relevant to our current decision can be contrasted with the situation in King Salmon. The plan change being considered in that case was required to give effect to a higher order planning document which the Supreme Court considered should already give substance to pt [sic] 2 ’s provisions in relation to ... [the] coastal environment. By contrast, here we are required to consider the environmental effects of the NoR, subject to Part 2 and having particular regard to the relevant statutory planning documents..”*³³
- 11.9 Accordingly, it is my view that the assessment of effects required by section 171(1) remains subject to the overall broad judgement which reflects the provisions of Part 2 of the RMA.
- 11.10 The BTC component of the wider CRL project (including the associated adverse effects) has been confirmed as meeting the sustainable management purpose of Part 2³⁴ of the RMA through the notice of requirement process of Designation 1556. As noted in the recommendation to confirm the designation:

³⁰ [2014] NZSC 38, [2014] 1 NZLR 593, (2014) 17 ELRNZ 442

³¹ [2017] NZHC 52, (2017) 19 ELRNZ 628, [2017] NZRMA 227

³² [2015] NZHC 1991, (2015) 19 ELRNZ 163, [2015] NZRMA 375

³³ Supra at paragraph [113]

³⁴ There has been one legislative amendment to Part 2 since the AT designation was confirmed; new section 6(h) “the management of significant risks from natural hazards.” In my view this is not relevant to the current NoR.

“We find the project achieves the purpose and principles of the RMA by contributing to the provision of improved and more efficient and resilient transportation infrastructure which will provide for the social and economic wellbeing of the people and communities of Auckland while minimising environmental effects.

There are undoubtedly adverse effects from construction associated with the project but the evidence for the Requiring Authority, with which we agree, is that those effects will be temporary in nature and can be satisfactorily managed. In particular, a range of construction mitigation measures will be implemented through the use of management plans which address and seek to avoid or mitigate the potentially adverse effects associated with the project.³⁵

11.11 As discussed throughout this report and the notification assessment under section 169A of the RMA, the proposed duplicate designation does not authorise any new adverse effects from those already authorised by AT Designation 1556. In addition, further adverse effects are authorised pursuant to the suite of approved regional resource consents and CRL Designation 2500-1 (transferred from AT to CRLL in November 2017).

11.12 Accordingly, it is my view that the proposed duplicate designation is consistent with Part 2 of the RMA.

12 Conclusions

12.1 The Requiring Authority has lodged a notice of requirement under section 168 of the RMA for a duplicate designation at the Britomart Transport Centre.

12.2 It is my opinion that that the notice of requirement should be confirmed subject to conditions and with modifications, for the following reasons.

- The notice of requirement and associated works are reasonably necessary for achieving the objectives of the Requiring Authority.
- Adequate consideration has been given to alternative sites, routes or methods of undertaking the work identified in the notice(s) of requirement.
- The notice of requirement is generally consistent with the relevant AUP provisions.
- The notice of requirement is generally in accordance with Part 2 of the RMA and; and relevant national environmental standards and national policy statements.
- Restrictions imposed on the designation, by way of conditions and additional outline plans, can avoid, remedy or mitigate any potential adverse environmental effects associated with the works.

³⁵ Recommendation following the hearing of a notice of requirement for an alteration to designations under the Resource Management Act 1991 – Designation 314 and PAUP Designation ID 1556 (page 22), attached as **Appendix D** to this report.

13 Recommendation and conditions

Recommendation

13.1 Pursuant to section 171(2) of the RMA, I recommend that the notice(s) of requirement be confirmed, subject to the recommended amended condition.

13.2 Pursuant to section 171(3) of the RMA the reasons for the recommendation are as follows:

- The notice of requirement is consistent with Part 2 of the RMA in that it enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.
- The notice of requirement is consistent with the relevant national environmental standards, national policy statements and the Auckland Unitary Plan (Operative in Part).
- In terms of section 171(1)(b) of the RMA, adequate consideration has been given to alternative sites, routes or methods for undertaking the work.
- In terms of 171(1)(c) of the RMA, the notice(s) of requirement is reasonably necessary to achieve the Requiring Authority's objectives.
- In terms of section 171(1)(d) there no other matters that require that the designation should be amended or not be confirmed.
- Restrictions, by way of conditions, can avoid, remedy or mitigate any potential adverse environmental effects.
- Restrictions imposed on the designation, by way of conditions attached to the notice of requirement and additional outline plans have been recommended to avoid, remedy or mitigate adverse environmental effects associated with the works.

Recommended conditions

13.3 As per Designation 1556³⁶, with the exception of Condition 2, amended to read as follows:

- 2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), ~~this these~~ designations shall lapse if not given effect to by 27 March 2026 ~~within 10 years from the date on which they are confirmed.~~

³⁶ Refer "Britomart Conditions - AT Final Version CONFIRMATION CLEAN 100316" attached as **Appendix F**.

Appendix A

Lodged Notice of Requirement

- 1. Notice of Requirement for a Designation under section 168(2) of the RMA ('Form 18' notice), signed for CRLI by its General Counsel, Carol Beaumont**
- 2. Cover Letter dated 9 February 2018 from General Counsel for CRLI, Carol Beaumont**
- 3. Legal advice from Simpson Grierson dated 18 January 2018**
- 4. Plan No. CRL-BTM-RME-000-DRG-1022[1.0] and table and diagram**
- 5. Plan No. CRL-BTM-RME-000-DRG-1023[1.0]**
- 6. Assessment of Environmental Effects lodged in support of a Notice of Requirement for an Alteration to Designations under the Resource Management Act 1991 – Designation 314 and PAUP Designation ID 1556 (dated 27 May 2015)**

Appendix B

Notification Report dated 23 April 2018

**Notice of Requirement for a Designation under the Resource Management Act
1991 by City Rail Link Limited for the Britomart Transport Centre under the
Auckland Unitary Plan (Operative in Part)**

Appendix C

Notification Determination Dated 2 May 2018

**Notice of Requirement for a Designation under the Resource Management Act
1991 by City Rail Link Limited for the Britomart Transport Centre under the
Auckland Unitary Plan (Operative in Part)**

Appendix D

**Recommendation following the Hearing of a Notice of Requirement for an
Alteration to Designations under the Resource Management Act 1991 –
Designation 314 and PAUP Designation ID 1556**

Appendix E

Designation 1556 - Decision

Appendix F

Britomart Conditions - AT Final Version Confirmation Clean 100316

2501 Britomart Transport Station

| | |
|----------------------------|---|
| <u>Designation Number</u> | <u>2501</u> |
| <u>Requiring Authority</u> | <u>City Rail Link Limited</u> |
| <u>Location</u> | <u>12 Queen Street to Britomart Place, Auckland Central</u> |
| <u>Lapse Date</u> | <u>27 March 2026</u> |

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:

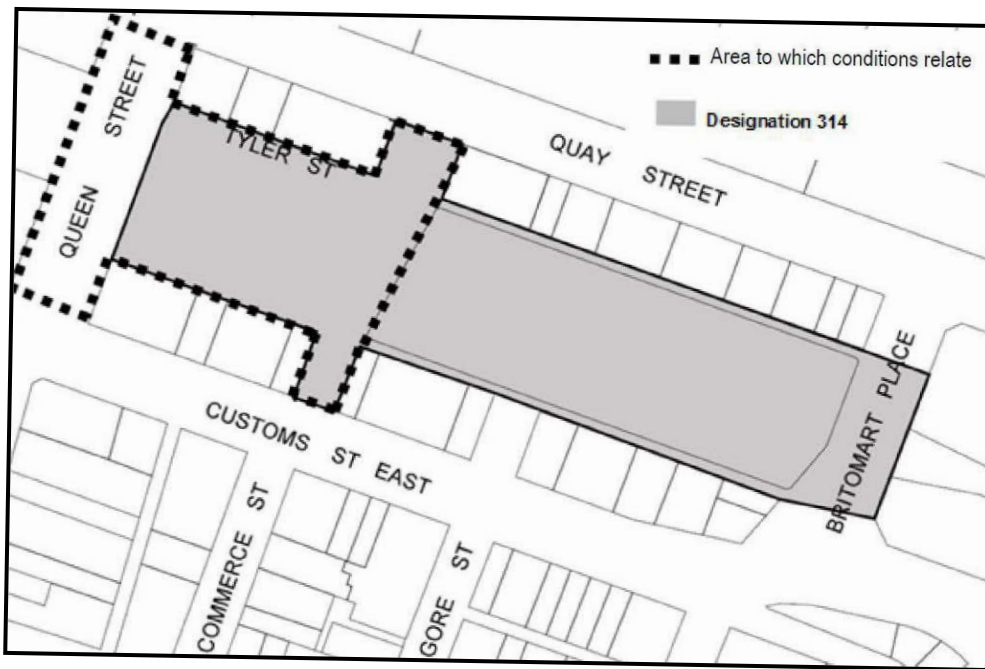


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

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:

- Ngati Maru
- Ngati Paoa
- Ngai Tai ki Tamaki
- Ngati Te Ata
- Ngati Whatua o Orakei
- Te Akitai
- Te Kawerau o maki
- Ngati 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

| | |
|---------------|--|
| <u>AEE:</u> | <u>Assessment of Environmental Effects</u> |
| <u>CEMP:</u> | <u>Construction Environmental Management Plan</u> |
| <u>CPO:</u> | <u>Chief Post Office</u> |
| <u>DWP:</u> | <u>Delivery Work Plan</u> |
| <u>HNZPT:</u> | <u>Heritage New Zealand Pouhere Taonga</u> |
| <u>NoR:</u> | <u>Notice of Requirement</u> |
| <u>ONVMP:</u> | <u>Operational Noise and Vibration Management Plan</u> |
| <u>PPV:</u> | <u>Peak Particle Velocity</u> |
| <u>RMS:</u> | <u>Root Mean Square</u> |

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), these designations shall lapse if not given effect to by 27 March 2026.

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 65dB LAeq 80dB LAFmax | 3 60dB LAeq 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 |
|---|---|----------------|-----------------|---|----------------------------------|
| | PPV at the foundation at a frequency of | | | PPV at horizontal plane of highest floor (mm/s) | |
| | 1-10Hz (mm/s) | 10-50Hz (mm/s) | 50-100Hz (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:

| <u>Building Type</u> | <u>Vibration Criteria Velocity² (mm/s)</u> | <u>Reradiated Noise Criteria (dB L_{ASmax} re: 20 µPa)</u> |
|---|--|---|
| <u>Commercial uses with primarily daytime use¹</u> | <u>0.14</u> | <u>40</u> |
| <u>Residences and buildings</u> | <u>0.1</u> | <u>35</u> |
| <u>Auditoria/Theatres</u> | <u>0.1</u> | <u>30</u> |
| <u>TV/Recording Studios⁰</u> | <u>0.05</u> | <u>25</u> |

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_{ASmax} 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:

| <u>Location</u> | <u>Period</u> | <u>dB L_{Aeq}</u> | <u>dB L_{AFmax}</u> |
|------------------------------|--------------------------|----------------------------------|------------------------------------|
| <u>Auckland Central Area</u> | <u>7:00am to 11:00pm</u> | <u>65</u> | |
| | <u>11:00pm to 7:00am</u> | <u>60</u> | <u>75</u> |

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:

| <u>Address</u> | <u>Property Known As</u> |
|----------------------------------|--|
| <u>12 Queen Street</u> | <u>Chief Post Office or Britomart Transport Centre</u> |
| <u>2 Queen Street</u> | <u>Endeans Building</u> |
| <u>8 Customs Street East</u> | <u>Mercure Hotel</u> |
| <u>152 Quay Street</u> | <u>Harbour View Building</u> |
| <u>148 Quay Street</u> | |
| <u>20 Customs Street East</u> | <u>Levy Building</u> |
| <u>14-18 Customs Street East</u> | <u>Former Sofrana House</u> |
| <u>10 Customs Street East</u> | <u>Barrington Building</u> |

| | |
|-----------------|--------------|
| 21 Queen Street | Zurich House |
|-----------------|--------------|

Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

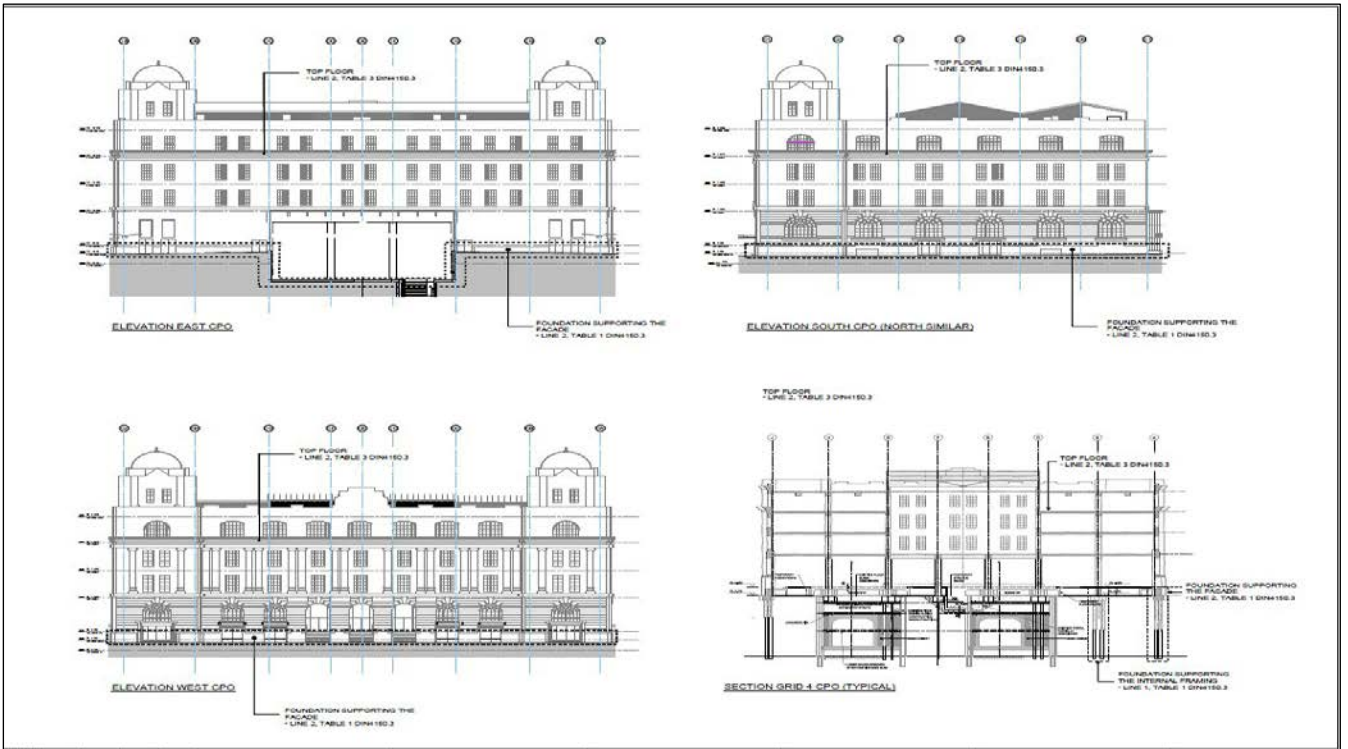
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

| 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.

2501 Britomart Transport Station

| | |
|---------------------|--|
| Designation Number | 2501 |
| Requiring Authority | City Rail Link Limited |
| Location | 12 Queen Street to Britomart Place, Auckland Central |
| Lapse Date | 27 March 2026 |

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:

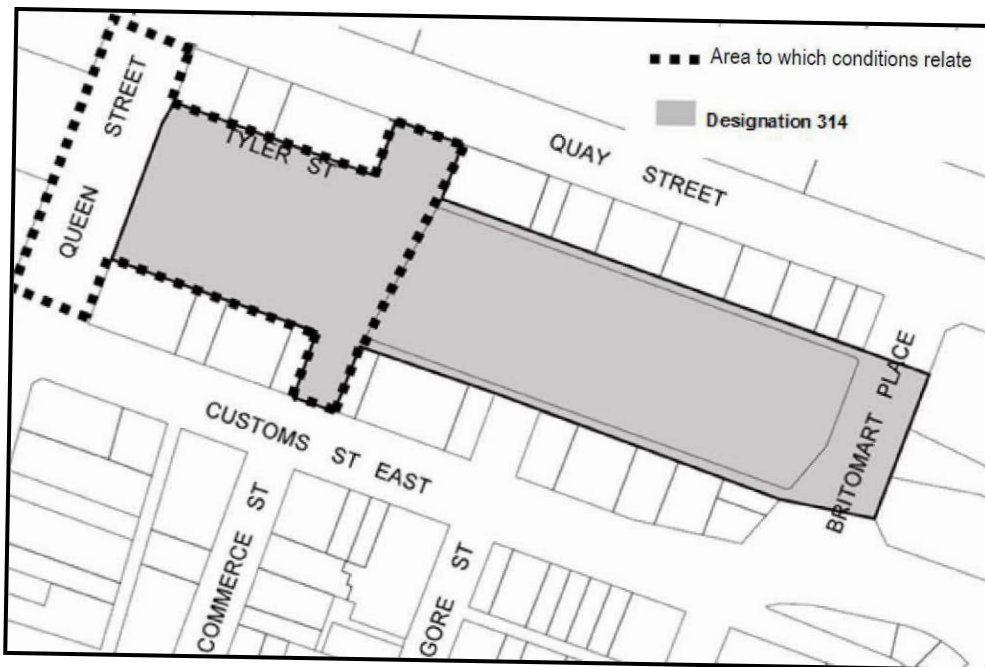


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

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:

- Ngati Maru
- Ngati Paoa
- Ngai Tai ki Tamaki
- Ngati Te Ata
- Ngati Whatua o Orakei
- Te Akitai
- Te Kawerau o maki
- Ngati 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), these designations shall lapse if not given effect to by 27 March 2026.

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 65dB LAeq 80dB LAFmax | 3 60dB LAeq 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 ² (mm/s) | Reradiated Noise Criteria (dB L _{ASmax} re: 20 µPa) |
|---|--|--|
| Commercial uses with primarily daytime use ¹ | 0.14 | 40 |
| Residences and buildings | 0.1 | 35 |
| Auditoria/Theatres | 0.1 | 30 |
| TV/Recording Studios ⁰ | 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_{ASmax} 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 _{Aeq} | dB L _{AFmax} |
|-----------------------|-------------------|---------------------|-----------------------|
| 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:

| Address | Property Known As |
|---------------------------|---|
| 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 |
|-----------------|--------------|

Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

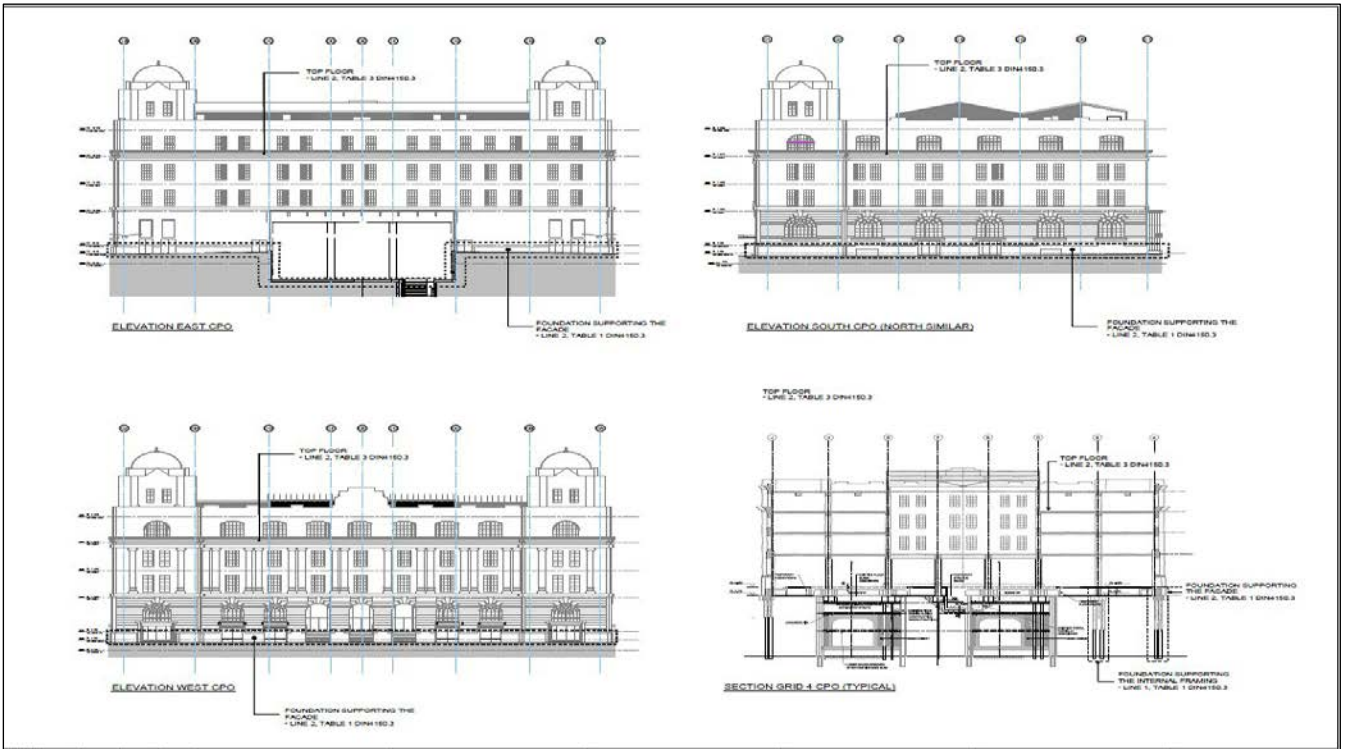
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

| 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.

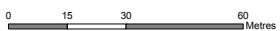
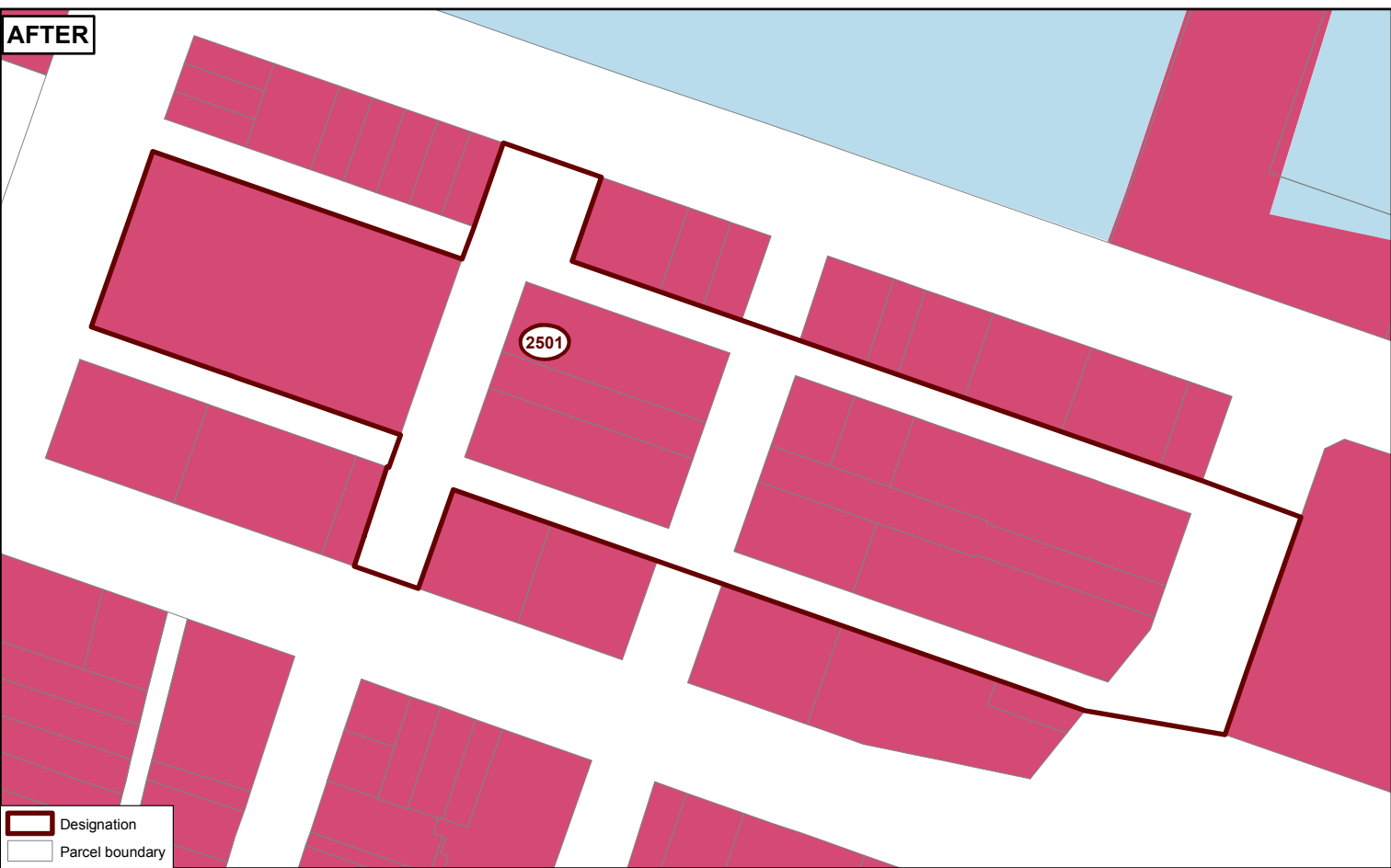
Designation Schedule – City Rail Link Limited (CRL)

| Number | Purpose | Location |
|--------|--|--|
| 2500 | City Rail Link (CRL) | Various Locations |
| 2501 | <p>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.</p> | 12 Queen Street to Britomart Place, Auckland Central |

BEFORE



AFTER



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: 5/07/2018

New Designation 2501



Plans and Places

UNITARY PLAN UPDATE REQUEST MEMORANDUM

TO Phill Reid
FROM Matthew Gouge



DATE 9/07/2018
SUBJECT East West Link Designation 6774 (NOR1)

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

| | |
|---|--|
| Reason for update: A board of inquiry has decided to confirm a requirement with modifications under section 149R (s175(1)(b) of the RMA) | |
| Chapter | Chapter K Designations |
| Section | Schedules and Designations – New Zealand Transport Agency |
| Designation only | |
| Designation #6774 | East West Link – NZ Transport Agency |
| Location: | Between State Highway (SH) 20 in Onehunga, and SH1 in Penrose / Mt Wellington. |
| Lapse Date | 15 years after the date on which it is included in the AUP. |
| Type of Designation | New |
| Purpose | Designation for construction, operation and maintenance of a State highway, being the East West Link between Onehunga and Ōtāhuhu, and associated works. |
| Changes to text (shown in underline and strikethrough) | <p>See attached document for <i>Conditions</i></p> <p>There are currently 5 appeals to the High Court with respect to this designation. These do not have a material effect on the legal effect of the designation, nor are they location specific. Rather they apply to the manner in which the decision to grant the designation was undertaken. For this reason, these appeals are informational only for plan users. Should the appeals be successful, we may need to amend the plan once again.</p> <p>The appeals are:</p> <p>Royal Forest and Bird Protection Society of New Zealand Incorporated: CIV-2018-404-236</p> <p>The Onehunga Enhancement Society Incorporated: CIV-218-404-239</p> <p>Jackson Electrical Industries Limited: CIV-218-404-240</p> <p>Ngāti Whātua Orākei Whaia Maia Limited CIV-2018-404-234</p> <p>Mercury NZ Ltd: CIV-2018-404-205</p> <p>View the appeals here : https://www.epa.govt.nz/public-consultations/decided/east-west-link/</p> <p>For these reasons, please indicate in the text of the designation that these appeals exist and provide</p> |

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| | references to them. |
| Changes to diagrams | <p>See <i>attached document</i>.</p> <p>As discussed above, the High Court appeals which have been lodged against this designation apply to the consideration of the whole designation. For the information of plan users, please indicate that an appeal applies to this designation and provide a linkage to the following page https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/environmental-protection-authority-call-in/Pages/east-west-link.aspx. The designation will still be in the 'operative' layer of the plan as the appeals do not effect the legal effect of the designation.</p> |
| Changes to spatial data | Council already has the shapefiles for this designation and they have been included in the modifications layer of the GIS |
| Attachments | <ul style="list-style-type: none"> Final Report and Decision of the Board of Inquiry into the East West Link Final Proposal 6774 East West Link designation text (underlined showing new text) 6774 East West Link map |

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MP CELIA DAVISON

Signature



BOARD OF INQUIRY

East West Link
Proposal

Final Report and Decision

of the Board of Inquiry into the

East West Link Proposal

Volume 3 of 3 - Conditions

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INDEX OF DESIGNATION AND RESOURCE CONSENTS

The following table sets out the condition references for the designations and resource consents.

| Ref | Notice of Requirement | General conditions | Lapse date | Expiry Date |
|--------------|--|---|--|-------------|
| NOR 1 | Designation for construction, operation and maintenance of a State highway, being the East West Link between Onehunga and Ōtāhuhu, and associated works. | DC.1, DC.2 - DC.15B, DC.15C-E CS.1 - CS.6 ROS.1 - ROS.7 NU.1 – NU.9 MW.1 - MW.5 HH.1 – HH.6, HH7, HH.8 LV.1 - LV.5, LV.5A-H, LV.7, LV.8 TR.1 – TR.3 ON.1 – ON.14 CNV.1 – CNV.7B CT.1 - CT.9 SD.1 – SD.8 | 15 years after the date on which it is included in the AUP | = |
| NOR 2 | Alteration to SH1 Designation 6718 for maintenance, operation, use and improvement of the State Highway network. | DC.1, DC.1A, DC.2 – DC.10, DC.12, DC.15A CS.1 – CS.6 ROS.3, ROS.4 NU.1A, NU.2-NU.6, NU.9 MW.1 - MW.5 HH.1 – HH.4, HH.6A LV.1 – LV.5, LV.6-8, TR.1 -TR.3 ON.1 – ON.14 CNV.1 – CNV. 7B CT.1 - CT.9 | 15 years after the date on which it is included in the AUP | = |

DESIGNATION CONDITIONS

GUIDE TO READING THE DESIGNATION CONDITIONS

The proposed designation conditions are numbered as follows:

| Set of proposed conditions | Numbering format |
|------------------------------------|------------------|
| General Designation Conditions | DC |
| Communication and Social | CS |
| Recreation and Open Space | ROS |
| Network Utilities | NU |
| Mana Whenua Collaboration | MW |
| Historic Heritage | HH |
| Urban Design, Landscape and Visual | LV |
| Trees | TR |
| Traffic Noise (Operation) | ON |
| Construction Noise and Vibration | CNV |
| Construction Traffic | CT |
| Southdown Site | SD |
| Proper Specific | PS |

DESIGNATION CONDITIONS – DEFINITIONS

GENERAL

The table below defines the acronyms and terms used in the conditions. Defined terms are capitalised throughout the conditions.

| Acronym/term | Definition |
|------------------------------------|---|
| Acceptable or Tolerable Risk Level | <p>The Acceptable or Tolerable Risk Level is to be determined using the Victorian Interim Risk Criteria offsite tolerability and acceptability values for location specific individual fatality risk for gas releases, and the societal risk criteria (F-N) for the aggregated risks for the site, unless superseded by new regulatory standards or alternative criteria mutually agreed by the parties, in which case the new standard of alternative criteria will apply.</p> <p>In accordance with those values, an Acceptable Risk Level means an offsite risk within the broadly acceptable region, that is: Risk < 1 x 10⁻⁷ (lower than 1 in 10 million per year). A Tolerable Risk Level means an offsite risk within the tolerable region, that is: 1 x 10⁻⁷ < Risk < 1 x 10⁻⁵ (between 1 in 100,000 and > 1 in 10 million per year) for gas related risks, and if all reasonably practicable control measures to reduce the risk are undertaken.</p> <p>For the aggregated risks, the risk curve or values must be in or below the medium region, or in the low region of the F-N criteria.</p> |

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| AMETI | Auckland Manukau Eastern Transport Initiative |
| Anns Creek East Construction Restriction Area | The area of land shown on the drawing titled <i>Anns Creek East Construction Restriction Area</i> , dated 31 March 2017 (located in Appendix 1 of these conditions). |
| Application | The Notices of Requirement dated December 2016 and supporting information dated November and December 2016. |
| Auckland Urban Design Panel | A panel consisting of appointed specialists facilitated by Auckland Council and providing independent design review of significant projects. |
| AUP | Auckland Unitary Plan Operative in Part (Updated 23 May 2017). |
| BPO or Best Practicable Option | Has the same meaning as in section 2 of the Resource Management Act 1991. |
| Commencement of Construction | The time when Construction Works for the Project (or part of the Project) commence. This excludes Site Investigations and Enabling Works. |
| Completion of Construction | When construction of the Project (or part of the Project) is complete and is available for use. |
| Construction Works | One or more of the various activities undertaken in relation to construction of the Project under this designation. |
| Control Measures | A measure or action taken to eliminate or minimise risk so far as is reasonably practicable. |
| Council | Auckland Council |
| Dangerous Goods Vehicles | A vehicle used for the transport of dangerous goods and required to display a placard under Section 7 of Land Transport Rule: Dangerous Goods 2005 (Rule 45001/1). |
| East West Link or EWL | East West Link Project being the construction, operation and maintenance of a new State highway and associated works between State Highway 2- (SH20) in Onehunga , and State Highway 1 (SH1) in Mt Wellington (the East West Link Main Alignment), and associated works on SH1 between Mt Wellington and the Ōtāhuhu Interchange at Princes Street. |
| Enabling Works | Includes the following and similar activities: <ul style="list-style-type: none"> • Demolition and removal of buildings and structures; • Relocation of underground and overhead services; and • The establishment of site entrances and fencing. |
| EWL Land Bridge | The cover of the EWL Trench which provides a local road connection from the southern and northern sides of East West Link at Onehunga Harbour Road. |
| EWL Main Alignment | The four land arterial road between the existing State Highway 20 (SH20) Neilson Street Interchange in Onehunga and State Highway 1 (SH1) at Mt Wellington. |
| EWL Trench | The lowered portion of the East West Link Main Alignment between the SH20 Neilson Street offramp and the SH20 Manukau Harbour Bridge. |
| HSNO | Hazardous substances and new organisms |
| HNZPTA | Heritage New Zealand Pouhere Taonga Act 2014. The Act to promote the identification, protection, preservation, and |

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| | conservation of the historical and cultural heritage of New Zealand. |
| HNZPT | Heritage New Zealand Pouhere Taonga |
| Manager | The Manager – Resource Consents, of the Auckland Council, or authorised delegate. |
| Mana Whenua Group | The group established under Condition MW.1. |
| Network Utility, Network Utility Operator or Network Utility Operators | Has the same meaning as set out in section 166 of the RMA. |
| NoR | Notice of Requirement |
| Operation/Operational | When construction of the Project is complete and the State highway is open to traffic. |
| Outline Plan | An outline plan prepared in accordance with section 176A of the RMA. |
| PPF | Protected Premises and Facilities. |
| Project | The construction, maintenance and operation of the East West Link Project and associated works. |
| Reasonably Practicable | 'Reasonably Practicable' in the context of matters or risks relating to health, safety and/or hazards has the meaning set out in section 22 of the Health and Safety at Work Act 2015. |
| Requiring Authority | The New Zealand Transport Agency. |
| RMA | Resource Management Act 1991. |
| Road Controlling Authority | Has the same meaning as under section 2 of the Land Transport Act 1998. |
| Site Investigations | Includes geotechnical investigations (outside the Auckland Unitary Plan (Operative in Part) Historic Heritage Overlay Extent of Place), identifying service locations, surveys, monitoring activities, surveys and other similar activities. |
| Southdown Power Station | 'Southdown Power Station' means a natural gas- and/or diesel-fired power station of at least 135MW located at Hugo Johnston Drive, and includes all ancillary equipment, plant and infrastructure and all associated activities. |
| Southdown Site | The facilities located at Lot 1 DP 178192 and Lot 2 DP 178192 comprising the Southdown Power Station, 11kV switchroom and high voltage equipment, energy storage technology, Transpower control and relay room and Transpower 220kV substation, and the Southdown Solar Research and Development Centre. |
| Southdown Rail Supply Substation | The transformer, switchgear and associated cabling servicing the Auckland rail network and shown on the plan titled " <i>Transpower New Zealand - East-West Connection Southdown Substation</i> ", dated 9 May 2017. |
| Suitably Qualified Person | A person: <ul style="list-style-type: none"> • With a recognised qualification in the subject matter of the condition; or • With recognised experience in the subject matter of the condition; or • Is a member of relevant professional body for the subject matter of the condition. |

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| Unacceptable Risk | <p>The Unacceptable Risk Level is to be determined using the Victorian Interim Risk Criteria offsite tolerability and acceptability values for location specific individual fatality risk of gas release related risks.</p> <p>In accordance with those values, an Unacceptable Risk Level means an offsite risk that is higher than 1 in 100,000 per year for gas release related risks, and for the aggregated site risks, the region noted by the societal risk (F-N) curves of tolerability and acceptability.</p> |
| Working Day | Has the same meaning as under section 2 of the Resource Management Act 1991. |

TR GROUP SITE

The table below defines the acronyms and terms used in the conditions. Defined terms are capitalised throughout the conditions.

| | |
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| Covenants | Means covenants (or similar legal mechanisms) in favour of Auckland Council on the same terms (or substantially similar terms) as those covenants required by the TR Resource Consents which protect and restrict the use of the Lava Shrubland Management Area and Wetland Management Area and require ongoing pest plant and pest animal control. |
| Lava Shrubland Management Area and Wetland Management Area | The lava shrubland and wetland areas identified in the TR Resource Consents |
| TR Resource Consents | <p>Means the following resource consents held by TR Group as at December 2017:</p> <p>R/LUC/2008/4724 – land use (earthworks, vegetation removal);</p> <p>Permit 36055 – diversion and discharge of stormwater from new impervious surface;</p> <p>Permit 36056 – earthworks/land disturbance associated with construction of new hardstand;</p> <p>Permit 36058 – streamworks/culverting and reclamation; and</p> <p>Permit 30316 – disturbance and remediation of contaminated land.</p> |
| TR Group Land | The land at 781 Great South Road (Lot 1 DP 328383, CT 115789), 785 Great South Road (Lot 2 DP 344775, 1/3 SH Lot 5 DP 328383, CT 183736), 787 Great South Road (Lot 3 DP 328383, 1/3 SH Lot 5 DP 328383, CT 115791) and 791-793 Great South Road (SEC 1 SO 69440, CT NA125B/43). |

DESIGNATION CONDITIONS

| Ref | Applies to: | |
|--|----------------|--|
| GENERAL DESIGNATION CONDITIONS (DC) | | |
| DC.1 | NoR 1 NoR 2 | <p>Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated December 2016, and in particular, the following supporting documents:</p> <p>(a) Part C: Description of the Project in Volume 1: Assessment of Effects on the Environment Report dated December 2016;</p> <p>(b) The following plan sets in Volume 2: Drawing Set:</p> <ul style="list-style-type: none"> (i) Plan Set 3: Road Alignment (ii) Plan Set 4: Landscape (iii) Plan Set 6: Plan and Long Section (iv) Plan Set 7: Typical Cross Section (v) Plan Set 8: Structural (vi) Plan Set 12: Utilities Relocation <p>(bb) Except as modified by the revised plans and plan sets presented at the close of the Bol hearing which are listed in Appendix 1.</p> <p>(c) The Key Design Principles and Sector Outcomes of the Project's Urban and Landscape Design Framework dated November 2016 and Addendum dated December 2016; and</p> <p>(d) The Draft Construction Traffic Management Plan Framework.</p> |
| DC.1A | NoR 2 | For Notice of Requirement to Alter Designation 6718 (NoR 2) dated December 2016, the conditions only apply to Construction Works described in NoR 2 and include Construction Works on land within the existing designation for SH1 between approximately Clemow Drive and the location where Trenwith Street passes under SH1. |
| DC.2 | NoR 1 NoR 2 | Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and maintenance of the State highway following construction, such as changes to street furniture or signage over time. The provisions of section 176A of the RMA apply to on-going operation, maintenance or other works within the designation. |
| DC.3 | NoR 1 NoR 2 | The Project website shall include these conditions and the plans and reports referred to in these conditions prior to and throughout Construction Works, and a hard copy shall be available at the Project site office(s). |

| Ref | Applies to: | |
|----------------------------------|----------------|--|
| DC.4 | NoR 1 NoR 2 | Where there is inconsistency between: (a) The documents listed in Condition DC.1 above and the requirements of these conditions, these conditions shall prevail; (b) The information and plans lodged with the NoR and further information provided post lodgement, the most recent information and plans shall prevail; and (c) The draft management plans and/or management plan frameworks lodged with the NoR and the management plans required by the conditions of this designation and submitted through the Outline Plan process, the requirements of the management plans as set out in the relevant conditions shall prevail. |
| DC.5 | NoR 1 NoR 2 | As soon as practicable following Completion of Construction, the Requiring Authority shall: (a) Review the extent of the area designated for the Project; (b) In consultation with the relevant landowners, identify any areas of designated land that are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project. For the avoidance of doubt, this shall include the designated land on the Onehunga Wharf to the south of the EWL Trench and shared path; (c) Identify any areas of designated land that apply to local roads to be vested in Auckland Council; and (d) Give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (b) and (c) above. |
| DC.6 | NoR 1 NoR 2 | The designation shall lapse if not given effect to within 15 years from the date on which it is included in the Auckland Unitary Plan under section 175 of the RMA. |
| <i>Outline Plan(s) - General</i> | | |
| DC.7 | NoR 1 NoR 2 | An Outline Plan or Plans shall be prepared in accordance with section 176A of the RMA. |
| DC.8 | NoR 1 NoR 2 | Any Outline Plan or Plans may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) or to reflect the staged implementation of the Project. |
| DC.9 | NoR 1 NoR 2 | The Outline Plan or Plans shall include the following plans for the relevant stage(s) of the Project: (a) Construction Noise and Vibration Management Plan (CNVMP) prepared in accordance with Condition CNV.1; (b) Construction Traffic Management Plan (CTMP) in accordance with Condition CT.1; (c) Heritage Management Plan (HMP) in accordance with Condition HH.3; and (d) Urban and Landscape Design Master Plan (ULDMP) in accordance with Condition LV.1. |
| DC.10 | NoR 1 NoR 2 | The CNVMP, CTMP, HMP and ULDMP may be amended following submission of the Outline Plan(s) if necessary to reflect any changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process, unless those |

| Ref | Applies to: | |
|---------------|-------------|--|
| | | <p>amendments once implemented would result in a materially different outcome to that described in the original plan.</p> <p>For the avoidance of doubt, this condition does not apply to any Site Specific Construction Noise Management Plan, Site Specific Construction Vibration Management Plan, Site Specific Traffic Management Plan or other management plans required by the conditions of these designations. These management plans do not form part of the OPW.</p> |
| DC.11 | NoR 1 | <p>As part of the Outline Plan(s) prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following outcomes will be achieved for the relevant stage of the Project for which the Outline Plan has been submitted:</p> <ul style="list-style-type: none"> (a) A local road connection via a land bridge linking Orpheus Drive and Onehunga Harbour Road including two traffic lanes (one in each direction), pedestrian access on both sides including a 3m (minimum) shared pedestrian and cycle path on one side; (b) A shared pedestrian and cycle path connection between Orpheus Drive and the proposed new Old Māngere Bridge, providing a linkage from Taumanu Reserve to Onehunga Wharf, with design details as set out in Condition LV.5D; (c) Provision for access achieving all movements for all road legal vehicles between the local road and Onehunga Wharf; (d) A high quality pedestrian and cycle connection providing a linkage along Onehunga Mall to and from Onehunga Town Centre; (e) Replacement of on-street carparks removed outside The Landing with the same number of carparks in reasonable proximity; (f) Provision for safe right turn movement westbound from Neilson Street into Onehunga Mall; (g) Operation of clearways, in the morning and evening peaks, to provide on-street parking on Captain Springs Road (south of Neilson Street) in off-peak times; (h) Provision for safe turning of large vehicles and a separate public parking area at the southern end of Hugo Johnston Drive; (i) Provision for a safe u-turning facility for westbound vehicles (including 18m semi-trailers) on Sylvia Park Road in the vicinity of Great South Road; (j) Provision for a safe u-turning facility for eastbound vehicles (including 18m semi-trailers) on Sylvia Park Road in the vicinity of Pacific Rise; (k) Separation of pedestrian and cycle facilities from general traffic on the EWL Main Alignment; (l) Provision for pedestrians and cyclists access from the EWL Main Alignment into Sylvia Park Town Centre, in coordination with the requirement for not precluding the multi-modal link road in Condition DC.12A); and (m) High quality pedestrian and cycle facilities across the Princes Street Interchange, providing appropriate protection between pedestrian/cycle facilities and general traffic and consideration of how the Interchange cycle facilities can integrate with the local road network, particularly Luke Street, Todd Place and Avenue Road. |
| DC.11A | NoR 1 | <ul style="list-style-type: none"> (a) Commencing at least 3 months prior to preparation of the Outline Plan under section 176A of the RMA, the Requiring Authority shall facilitate a collaborative design process to develop the design details for the EWL Land Bridge. (b) The purpose of the design process is to achieve the design outcomes for the EWL Land Bridge as set out in Condition LV.5C. |

| Ref | Applies to: | |
|----------------|-------------|---|
| | | <p>(c) The Requiring Authority shall invite the following parties to participate in the collaborative design process:</p> <ul style="list-style-type: none"> (i) Auckland Transport; (ii) Council; (iii) Panuku Development Auckland; (iv) Mana Whenua Group; (v) HNZPT; (vi) Maungakiekie-Tāmaki Local Board; (vii) The Onehunga Enhancement Society; and (viii) Owners of land immediately adjacent to the Land Bridge. <p>(d) The Requiring Authority shall appoint a Suitably Qualified Person to assist with development of the methodology and programme for the collaborative design process, and to facilitate joint meetings with the parties above.</p> <p>(e) The design process shall include technical advice from Suitably Qualified Persons to provide direction and oversight of the engineering considerations, including geology, structures, geometrics, fire life safety, and surface and groundwater management.</p> <p>(f) The design process shall be iterative, with input from engineering, urban design and other directly relevant environmental disciplines.</p> <p>(g) The Requiring Authority shall appoint a panel of independent experts to review the design. The membership of the panel shall be agreed with Auckland Council. The Requiring Authority shall seek comment from the panel on the design outcomes set out in Condition LV.5C prior to finalisation of the design details.</p> <p>(h) The collaborative design process, and the outcomes of it, shall be set out in the Outline Plan.</p> |
| DC.11AA | NoR1 | <p>When preparing the Outline Plan(s) under section 176A of the RMA, the Requiring Authority shall consider options for providing the design features listed below. The Outline Plan(s) must include the features unless it is not reasonably practicable to do so. Where a design feature has not been incorporated into the Outline Plan(s), the reasons why shall be set out.</p> <ul style="list-style-type: none"> (a) A 3.0m wide at grade shared use path along the southern side of Sylvia Park Road to the south east corner of the Great South Road intersection (between chainage 5100 and 5500 as illustrated on Drawings AEE-AL-108 and AEE-AL-109); and (b) A crossing facility for active modes between Gloucester Park Road North and destinations to the south of Neilson Street. |
| DC.11B | NoR 1 | <p>(a) The Requiring Authority shall review and develop the design details for the Galway Street link in consultation with Council and Auckland Transport, and shall include consideration of layout options to connect Onehunga Harbour Road to Galway Street directly, or via a link road. The detailed design shall achieve the following outcomes:</p> <ul style="list-style-type: none"> (i) Efficient intersection performance to minimise queuing between intersections on local roads and on the EWL; (ii) High amenity for cycling and walking, particularly on the main routes via Onehunga Harbour Road and Onehunga Mall; (iii) Efficient and reliable bus access between SH20 and Onehunga Town Centre; |

| Ref | Applies to: | |
|---|----------------|--|
| | | <ul style="list-style-type: none"> (iv) Safe property access; (v) Appropriate allowance for potential increase in traffic flows associated with planned and consented local development (e.g. at Onehunga Town Centre or at Onehunga Wharf); and (vi) Measures to achieve compliance with Condition DC.12A (i) relating to a future Mass Rapid Transit connection to the Auckland International Airport. <p>(b) The Requiring Authority shall include the design details within the Outline Plan prepared under section 176A of the RMA. The Outline Plan shall detail the input and comments from Council and Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.</p> |
| DC.12 | NoR 1 NoR 2 | <p>The Requiring Authority shall consult with Auckland Transport during the preparation of the Outline Plan(s) in relation to:</p> <ul style="list-style-type: none"> (a) Local roads, including walking and cycling and public transport facilities, and other interfaces between the State highway and local roading networks; and (b) The proposed Auckland Transport projects identified in Condition DC.12A. <p>The Outline Plan(s) shall detail the input and comments from Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.</p> |
| DC.12A | NoR 1 | <p>As part of the Outline Plan(s) prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following proposed transport projects are not precluded, and where practicable, are accommodated by the Project:</p> <ul style="list-style-type: none"> (a) A future Mass Rapid Transit connection to the Auckland International Airport, and in particular ensuring as a minimum the preferred alignment identified in the South-West Multi-Modal Airport Rapid Transit Draft Indicative Business Case is provided for by the Project; (b) A future multi-modal link road to the Sylvia Park Town Centre as part of the AMETI programme, in particular ensuring that the location of piers does not preclude the alignment and any of the proposed modes; and (c) iii) Future potential improvements to rail at the Westfield Junction including provision for grade-separation and a new north-facing connection between the North Island Main Trunk and the North Auckland Line, and additional lines for freight. |
| <i>Outline Plan(s) – Special Conditions: Heliport</i> | | |
| DC.13A | NoR 1 | <p>The Requiring Authority shall adopt all reasonable and practicable measures to relocate, at the Requiring Authority's expense, the existing Auckland Heliport Limited Partnership (AHLP) Heliport facility at 59 Miami Parade (Part Lot 2 DP98342, NA53C/561), including constructing a replacement building and all other existing associated facilities, to the site shown as "<i>Heliport Relocation Area</i>" on the plan titled "<i>Heliport Relocation Area - East West Link</i>" dated 10 July 2017 ("the Solution").</p> |
| DC.13B | NoR 1 | <p>Unless otherwise agreed between the Requiring Authority and AHLP, the Requiring Authority shall not commence Construction Works on the designated land at 59 Miami Parade unless:</p> <ul style="list-style-type: none"> (a) Either Condition DC.13D(a) or (b); and (b) In circumstances where they have been applied, Conditions DC.13E and DC.13F – <p>have been satisfied.</p> |

| Ref | Applies to: | |
|--|-------------|--|
| DC.13C | NoR 1 | <p>For the purpose of Condition DC.13A (unless otherwise agreed between the Requiring Authority and AHLP) implementation of the Solution shall include (but is not limited to) the Requiring Authority (at the Requiring Authority's expense):</p> <ul style="list-style-type: none"> (a) Acquiring all necessary interests in land to facilitate the Solution; (b) Obtaining such statutory authorisations or variations to existing resource consents or other authorisations (including under the RMA) as are required to facilitate the Solution; (c) Undertaking the physical and site establishment works required to relocate the Heliport to the new site; and (d) Implementing such design, staging and / or engineering solutions as may be required to, as far as practicable, minimise disruption to the Heliport's operations as a result of constructing the EWL and relocating the Heliport. |
| DC.13D | NoR 1 | <p>Condition DC.13A will be satisfied if:</p> <ul style="list-style-type: none"> (a) The Solution is implemented; or (b) Following consultation with AHLP, the Requiring Authority advises in writing (including reasons), that all reasonable and practicable measures have been taken to achieve the requirements of Condition DC.13A but that: <ul style="list-style-type: none"> (i) The Solution cannot be achieved; and (ii) No other reasonable and practicable measures to achieve the Solution, or within the boundary of the designation, to refine the EWL Main Alignment, to avoid where practicable or otherwise reduce adverse effects on the Heliport, are available to the Requiring Authority; and (iii) Based on the reasons provided by the Requiring Authority, and consultation undertaken with the Requiring Authority and AHLP, a Suitably Qualified Person, jointly appointed by the Requiring Authority and AHLP, confirms that they agree with the Requiring Authority that all reasonable and practicable measures have been taken. |
| DC.13E | NoR 1 | <p>In the event that the Suitably Qualified Person appointed under Condition 13.D(b)(iii) does not agree with the Requiring Authority, they shall record (as soon as practicable) in writing the reasons for their position and may make recommendations to the Requiring Authority as to reasonable and practicable measures that may be available to achieve the Solution.</p> |
| DC.13F | NoR 1 | <p>The Requiring Authority shall consider the recommendations in Condition DC.13E above, and shall:</p> <ul style="list-style-type: none"> (a) Confirm that that it will implement the measures recommended; or (b) Following consultation with AHLP, advise in writing that the recommendations cannot be achieved (including reasons), in which case the Requiring Authority shall not be required to comply with Condition DC.13A. |
| DC.13G | NoR 1 | <p>If relocation of the Heliport within the designated land is confirmed as practicable, and any required authorisations are granted, the detail of the relocated Heliport site shall be included, for information only, within the Outline Plan prepared in accordance with Condition DC.7.</p> |
| <i>Outline Plan(s) – Special Conditions: ChemWaste</i> | | |

| Ref | Applies to: | |
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| DC.14A | NoR 1 | <p>As part of the Outline Plan prepared under section 176A of the RMA for the area adjacent to the ChemWaste site at 39 Miami Parade (Lot 1 DP 135209), the Requiring Authority shall include:</p> <p>(a) Written confirmation that the Requiring Authority has applied its best endeavours, including through detailed design undertaken in consultation with the occupier of 39 Miami Parade, to reduce and minimise the extent of the designated area along the western half of the southern boundary (between chainages 2825 and 2865 as shown on Road Alignment Plan, Sheet 5, AEE-AL-05); an explanation of what those best endeavours comprise and the consultation undertaken, and any revised designation boundary resulting from application of those best endeavours. If practicable, the designation boundary shall be altered prior to Commencement of Works to reduce the area of designated land at 39 Miami Parade, or following Completion of Construction in accordance with Condition DC.14B below and Condition DC.5.</p> <p>(b) Subject to Condition DC.14B and C below, provision for a fire protection wall will be of up to three metres height (above finished ground level at the site of 39 Miami Parade), constructed of concrete, and designed to provide a 240/240/240-minute fire resistance rating along the full width of the northern boundary of the designated area on the southern portion of 39 Miami Parade as determined under (a) above (<i>fire protection wall</i>), and extending 4m into the ChemWaste site at the western and eastern ends.</p> |
| DC.14B | NoR 1 | <p>The Outline Plan for the area adjacent to the ChemWaste Site may, instead of the fire protection wall, and following consultation with the occupier of the ChemWaste Site, provide for an alternative method which is no less effective than the fire protection wall in ensuring that the requirements of the Health and Safety at Work (Hazardous Substances) Regulation 2017 are met in relation to the interface between the ChemWaste Site and any protected or public place (as defined under those regulations) established under the Project, including through ensuring that there is no greater reduction in the ability to utilise the ChemWaste Site for the storage and handling of Class 3, 4 and 6 Hazardous Substances, than for the fire protection wall.</p> |
| DC.14C | NoR 1 | <p>Any Outline Plan providing for an alternative method meeting the requirements of Condition DC.14B shall be submitted along with details of the consultation undertaken with the occupier, and any comments received from the occupier regarding that alternative.</p> |
| DC.14D | NoR 1 | <p>Following completion of the permanent EWL works at 39 Miami Parade, any areas of land that have been occupied during Construction Works and are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project shall be reinstated to a similar ground condition as existed prior to Commencement of Construction, to enable ongoing use of the land for business activities similar to those which occurred prior to Commencement of Construction (i.e. storage and vehicle manoeuvring). The requirements in Condition DC.5 (b) shall also apply to any areas of land at 39 Miami Parade which are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project.</p> |
| <i>Outline Plan(s) – Other Special Conditions</i> | | |
| DC.15A | NoR 1 | <p>The Requiring Authority shall consult with the landowner(s) during the preparation of the Outline Plan(s) in relation to the design of the Anns Creek viaduct access points to and from 39 and 59 Miami Parade, Pikes Point.</p> <p>The Outline Plan(s) shall describe how the input and comments from the landowner(s) has been incorporated in the design.</p> |

| Ref | Applies to: | |
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| DC.15B | NoR 1 | <p>As part of the Outline Plan prepared under section 176A of the RMA for the area within the Anns Creek Construction Restriction Area, the Requiring Authority shall include details of how the design has:</p> <ul style="list-style-type: none"> (a) Aligned permanent transport infrastructure (road, pedestrian and cycle facilities) to the northern-most extent of the Restriction Area as far as practicable; (b) Avoided the placement of temporary and permanent piers; (c) Avoided earthworks and vegetation removal that directly impacts on lava shrubland and lava outcrops, and minimise any vegetation alteration; and (d) Minimised the footprint of temporary works required for construction of permanent works. <p>For the avoidance of doubt, only the following activities may be undertaken within the Anns Creek East Construction Restriction Area: weed removal, pest plant and animal management, geological heritage restoration, restoration planting, interpretative signage relating to cultural, ecological and geological heritage, protective fencing, and associated earthworks to undertake those activities.</p> |
| DC.15C | NoR 1 | <ul style="list-style-type: none"> (a) The Requiring Authority shall consult with the owner of the land at 781 Great South Road (Lots 1 and 2 DP 328383) and 791-793 Great South Road (Section 1 SO 69440) during the detailed design phase in relation to the post-construction use of land immediately south east of the EWL viaduct and adjacent to Great South Road (791-793 Great South Road) (“the residual land”). (b) The Requiring shall make reasonable provision for heavy vehicle access post-construction, for the types of vehicles normally in use at 781 Great South Road, under the EWL viaduct, between 781 Great South Road and the residual land. (c) The access shall be located and designed to provide suitable vertical clearance under the EWL viaduct and to minimise, to the extent practicable, further encroachment into Anns Creek East. (d) The Outline Plan prepared in accordance with Condition DC.7 shall include information to demonstrate how the requirements of this condition have been achieved. |
| DC.15CC | NoR 1 | <p>If, after completion of the 10 year period post Completion of Construction on the TR Group Land as set out in Condition EM.3A(c) of the resource consents granted for the Project, the Requiring Authority receives confirmation that the Covenants have been registered against the certificates of title for the TR Group Land then, the Requiring Authority shall give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation on the TR Group Land no longer necessary for the on-going operation, maintenance or mitigation of effects associated with the Project.</p> |
| DC.15D | NoR 1 | <ul style="list-style-type: none"> (a) The Requiring Authority shall consult with the owner of the land at 430 Mt Wellington Highway (Lot 1 DP 188694) during preparation of the Outline Plan in relation to the location and design of vehicular access to and from the site to Mt Wellington Highway and the proposed Auckland Transport AMETI corridor. (b) As part of the Outline Plan prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following outcomes will be achieved: <ul style="list-style-type: none"> (i) Vehicular access from the land under the EWL to SH1 ramps, to the boundary of the proposed Auckland Transport AMETI corridor; and (ii) Vehicular access from the land to Mt Wellington Highway. |

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| | | (c) The Outline Plan shall detail the input and comments from the land owner, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why. |
| DC.15E | NoR 1 | As part of the Outline Plan prepared under Section 176A of the RMA, the Requiring Authority shall demonstrate how the requirements of Conditions SD.1, SD.2A, SD.2B and SD.3 have been achieved. |
| COMMUNICATION AND SOCIAL (CS) | | |
| <i>Liaison person</i> | | |
| CS.1 | NoR 1 NoR 2 | <p>A Project Liaison Person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by Construction Works. The Requiring Authority shall take appropriate steps to advise all affected parties of the liaison person's contact details. This person must be reasonably available for on-going consultation on matters of concern to affected persons arising from Construction Works. If the liaison person will not be available for any reason, an alternative contact shall be provided, to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.</p> <p>The Requiring Authority shall inform the Manager of the Project Liaison Person's contact details 20 working days prior to the Commencement of Construction and/or Enabling Works for the Project.</p> |
| <i>Communications Plan</i> | | |
| CS.2 | NoR 1 NoR 2 | <p>Prior to the Commencement of Construction and/or Enabling Works, the Requiring Authority shall prepare and implement a Communications Plan.</p> <p>The purpose of the plan is to set out procedures detailing how the public, stakeholders, businesses and residents will be communicated with throughout the pre-construction and construction phases of the Project.</p> <p>As a minimum, the Communications Plan shall include:</p> <ul style="list-style-type: none"> (a) Details of the Project Liaison Person (Condition CS.1). The contact details shall be on the Project website and prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times; (b) A list of stakeholders, organisations, businesses and residents who will be communicated with; (c) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities, and methods to deal with concerns raised about such hours; (d) Methods to record concerns raised about hours of construction activities and methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours; (e) Methods to provide early notification to businesses of construction activities. (f) Methods to consult with businesses to identify and implement: <ul style="list-style-type: none"> (i) Measures to maximise opportunities for pedestrian and service access to businesses that will be maintained during construction; |

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| | | <ul style="list-style-type: none"> (ii) Measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction; (iii) Other measures to assist businesses to maintain customer accessibility, including but not limited to customer information on temporary parking or parking options for access; (iv) Other measures to assist businesses to provide for service delivery requirements; and (v) The process (if any) for re-establishment and promotion of normal business operation following construction. <p>(g) Any stakeholder/business specific communication plans required;</p> <p>(h) Details of communications activities proposed including:</p> <ul style="list-style-type: none"> (i) Publication of newsletters, or similar, and proposed delivery areas; (ii) Information days, open days or other mechanisms to facilitate community engagement; (iii) Newspaper advertising; (iv) Notification and consultation with business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active construction; (v) Identify processes, mechanisms and / or specific methods to facilitate two-way communication with those with impairments or for those for whom English is a second language; (vi) The use of social media tools. <p>(i) Details of the Project website for providing information to the public;</p> <p>(j) Linkages and cross-references to communication methods set out in other conditions and management plans where relevant (e.g. consultation; and</p> <p>(k) Details of when the Plan will be reviewed and amended.</p> <p>The Communications Plan shall be provided to the Manager for information 20 working days prior to Commencement of Construction and following any material amendments of the Plan.</p> |
| <i>Community Liaison Groups</i> | | |
| CS.3 | NoR 1 NoR 2 | <ul style="list-style-type: none"> (a) The Requiring Authority shall establish and co-ordinate a Community Liaison Group (CLG) in each of the following areas at least 3 months prior to the Commencement of Construction in each of those areas: <ul style="list-style-type: none"> (i) Onehunga and Penrose including the Onehunga Harbour Road and Onehunga Mall Cul-de-Sac residential area and Māngere Bridge; and (ii) State Highway 1 including the Ōtāhuhu and Panama Road residential areas. (b) The purpose of the CLG is to provide a means for: <ul style="list-style-type: none"> (i) Sharing information on design (including the ULDMs prepared under Condition LV.1), Construction Works and programme; (ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and (iii) Monitoring the effects on the community arising from Construction Works in these areas. |

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| | | <p>(c) The Requiring Authority shall assist the CLG to hold regular meetings (at least once every three months) throughout the construction period in these areas. The CLG shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the meetings can be reduced where the majority of the members of the group agree.</p> <p>(d) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the CLG shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:</p> <ul style="list-style-type: none"> (i) Council, Auckland Transport and other Council Controlled Organisation; (ii) Department of Conservation; (iii) Mana Whenua; (iv) Business groups; (v) Community/environmental/historical groups; (vi) Transport user groups; (vii) Local Boards; (viii) Local residents and business owners/operators; (ix) Representatives from those organisations identified in the Communications Plan (as required by Condition CS.2); and (x) Ministry of Education. <p>(e) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.</p> <p>(f) The Requiring Authority shall be responsible for all reasonable costs associated with resourcing of the CLGs.</p> |
| <i>Business Forums</i> | | |
| CS.4 | NoR 1 NoR 2 | <p>(a) The Requiring Authority shall establish and coordinate Business Forums in each of the following industrial/commercial areas, or a combined Business Forum in two or more of those areas, at least 3 months prior to Commencement of Construction in those areas:</p> <ul style="list-style-type: none"> (i) Onehunga (including businesses on Neilson Street (east), Onehunga Mall, Onehunga Harbour Road, Galway Street and Gloucester Park Road); (ii) Onehunga Industrial (including businesses on Neilson Street (west), Captain Springs Road, Miami Parade and Hugo Johnston Drive); (iii) Sylvia Park Road (including Pacific Rise, Great South Road and Vestey Drive); and (iv) SH1 (including Vestey Drive, Monahan Road and Clemow Drive). <p>(b) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the Business Forum(s) shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:</p> <ul style="list-style-type: none"> (i) Business owners; (ii) Land owners; |

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| | | <ul style="list-style-type: none"> (iii) Business groups including the Onehunga Business Association; (iv) Road carriers / freight operators in the area and NZ Heavy Haulage Association; and (v) Auckland Transport. <p>(c) The purpose of the Business Forums is to provide a forum for:</p> <ul style="list-style-type: none"> (i) Timely provision of information on the Construction Works and programme and planned business and community activities; (ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and (iii) Monitoring the effects on the business community arising from Construction Works in these areas. <p>(d) The Requiring Authority shall assist the Business Forum(s) to hold regular meetings (at least once every three months) throughout the construction period in these areas. The Business Forum(s) shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the forums can be reduced where the majority of the members of the group agree.</p> <p>(e) In addition to the general purpose set out in (b) above, the matters to be considered by the Business Forums may include, but are not limited to, the following matters:</p> <ul style="list-style-type: none"> (i) The timing of construction activities including consideration of specific operational requirements for businesses; (ii) Temporary traffic management including closures, detours, parking restrictions and signage; and (iii) Alternative access to and from businesses during construction. <p>(f) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.</p> <p>(g) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the Business Forum.</p> |
| <i>Complaints Management</i> | | |
| CS.5 | NoR 1 NoR 2 | <p>At all times during Construction Works, the Requiring Authority shall maintain a record of any complaints received in relation to the Construction Works.</p> <p>The record shall include:</p> <ul style="list-style-type: none"> (a) The name and address (as far as practicable) of the complainant; (b) Identification of the nature of the complaint; (c) Location, date and time of the complaint and of the alleged event giving rise to the complaint; (d) The weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality or noise. (e) The outcome of the Requiring Authority's investigation into the complaint; (f) Measures taken by the Requiring Authority to respond to the complaint or confirmation of no action if deemed appropriate; |

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| | | <p>(g) 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; and</p> <p>(h) The response provided to the complainant.</p> <p>The Requiring Authority shall also keep a record of any remedial actions undertaken.</p> <p>The complaints record shall be made available to the Manager upon request.</p> |
| CS.6 | NoR 1 NoR 2 | The Requiring Authority shall respond to a complaint related to Construction Works as soon as reasonably practicable and as appropriate to the circumstances. |
| RECREATION AND OPEN SPACE (ROS) | | |
| <i>Aotea Sea Scouts Activities</i> | | |
| ROS.1 | NoR 1 | <p>The Requiring Authority shall offer to temporarily relocate the Aotea Sea Scouts activities located at Onehunga Harbour Road for the duration of Construction Works adjacent to the Aotea Sea Scouts Hall.</p> <p>The offer shall be made no later than 3 months prior to Commencement of Construction on Onehunga Harbour Road adjacent to the Aotea Sea Scout Hall. The offer shall remain valid until 3 months after the Commencement of Construction on Onehunga Harbor Road adjacent to the existing Aotea Sea Scouts Hall. If the offer is not accepted within that timeframe, the Requiring Authority is not required to temporarily relocate the Aotea Sea Scouts activities.</p> <p>The offer shall include as a minimum:</p> <p>(a) Relocation of the activities at least 20 working days prior to Commencement of Construction on Onehunga Harbour Road adjacent to the existing Aotea Sea Scouts Hall; and</p> <p>(b) Relocation of the activities until Completion of Construction affecting Onehunga Harbour Road adjacent to the Aotea Sea Scouts Hall.</p> <p>The offer of temporary relocation shall be developed in consultation with the Aotea Sea Scouts.</p> |
| <i>Waikaraka Park (temporary facilities during construction)</i> | | |
| ROS.2 | NoR 1 | <p>(a) To address the loss of on leash dog walking and passive open space during Construction Works, the Requiring Authority shall, subject to agreement of the landowner, provide an alternative area of up to 6,000m² for those activities and temporary parking for a minimum of 4 cars on the northern portion of the Waikaraka Park South future development site at 60 Captain Springs, Onehunga.</p> <p>(b) The recreation space shall be available for use prior to the permanent closure of any part of the Manukau Foreshore Walkway located between Onehunga Harbour Road and Hugo Johnston Drive. The recreation space shall consist of a space suitable for on leash dog walking and informal sports.</p> <p>(c) The temporary parking in (a) shall be available for use by the public for the period of construction requiring the removal of on road parking in Captain Springs Road. The temporary parking will be formed from metal or similar material reflecting its temporary use.</p> |

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| | | <p>(d) The recreation space shall be maintained by the Requiring Authority until such time as either:</p> <ul style="list-style-type: none"> (i) The coastal walkway located along the coastal edge of the reclamation is open to the public; or (ii) The shared path on the road embankment is open to the public. <p>(e) The temporary parking shall be maintained until such time as the extension to Captain Springs Road is open to traffic.</p> |
| <i>Open Space Reinstatement Plans</i> | | |
| ROS.3 | NoR 1 NoR 2 | Prior to any works that affect Auckland Council parks and open space, the Requiring Authority shall prepare a register of assets and a photographic record of the pre-construction state of the parks and open space. This shall be provided to the Manager prior to construction commencing. |
| ROS.4 | NoR 1 NoR 2 | <p>(a) The Requiring Authority shall prepare a Reinstatement Plan in consultation with the landowner for the following parks and reserves (or parts thereof) directly impacted by Construction Works:</p> <ul style="list-style-type: none"> (i) Gloucester Park North and South; (ii) Waikaraka Park; and (iii) Bedingfield Memorial Park. <p>(b) Where other areas of open space are affected by Construction Works, the reinstatement of those areas shall be based on a like-for-like reinstatement based on the record prepared under ROS.3.</p> <p>(c) The purpose of the Reinstatement Plans is to provide details of the reinstatement works in open space areas directly affected by construction works.</p> <p>(d) The Reinstatement Plans shall:</p> <ul style="list-style-type: none"> (i) Be prepared in accordance with the ULDMP for the area prepared under Condition LV.1; (ii) Include details for the reinstatement of land used for Construction Works including: <ul style="list-style-type: none"> • Removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner); • Replacement or reinstatement of boundary fences to the same or similar type to that removed (as recorded through Condition ROS.3); • Reinstatement of grassed areas to a similar condition as existed prior to construction; • Replacement of trees and other planting removed for Construction Works on a one-for-one basis (or as otherwise agreed with the landowner); • Details of way finding and interpretation signage within and adjacent to the open space. (iii) Include record of consultation and agreement with the landowner; and (iv) Take account of any Council management plans prepared for the park, reserve or area of open space. <p>(e) The Reinstatement Plan shall be provided to the Manager and implemented within 3 months of Completion of Construction, or at a later date as agreed with the landowner.</p> |

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| <i>Gloucester Park Reinstatement Plan</i> | | |
| ROS.5 | NoR 1 | <p>In addition to the matters set out in Condition ROS.4, the Gloucester Park Reinstatement Plan shall include:</p> <ul style="list-style-type: none"> (a) Details of proposed ecological enhancement to extend the existing saltmarsh area in Gloucester Park South; (b) Details of interpretive features for identifying geological heritage features; (c) Details of fencing required to manage the safe interface of SH20 and Gloucester Park North for the current use of the park as a sportsfield; (d) Details of the artwork referred to in Condition LV.5B; and (e) Pedestrian and service vehicle connection points to Onehunga Harbour Road as referred to in Condition LV.5C(c) and (d). |
| <i>Waikaraka Cemetery and Waikaraka Park South Reinstatement Plan</i> | | |
| ROS.6 | NoR 1 | <p>In addition to the matters set out in Condition ROS.4, the Waikaraka Cemetery and Waikaraka Park South Reinstatement Plan shall include:</p> <ul style="list-style-type: none"> (a) Details of proposed landscaping along the southern boundary of Waikaraka Cemetery as referred to in Condition LV.5F. The landscaping is to be developed in consultation with HNZPT and Auckland Council Heritage Unit; (b) Details of proposed grades and grass surfacing of Waikaraka Park South to a standard which reasonably accommodates Council's future implementation of the Waikaraka Park South Development Plan; and (c) Details of temporary construction phase carparking to be retained, and details of proposed works to integrate this carparking with the Waikaraka Park South Development Plan; (c) Accessibility from Waikaraka Cemetery and Waikaraka Park South to the recreational walkway on the foreshore and (if practicable) direct access between the Cemetery and Waikaraka Park South. |
| ROS.6A | NoR 1 | <p>For a period of up to 2 years following occupation of Construction Yard 3, the Requiring Authority shall make a financial payment to Council to reimburse any capital costs incurred by Council for works undertaken in the Maungakiekie-Tamaki Local Board area to improve the weekly hours of playing capacity of sportsfields, where such works are undertaken to offset the delay in implementation of the planned sports fields in Waikaraka Park South (arising from use of this site for Construction Yard 3).</p> <p>The value of any financial support shall be agreed between the Requiring Authority and Council, and shall be limited to the confirmed budgeted amount of approximately \$1.54M (\$2017 NZD) indicated in the Draft Sports Field Capacity Development Programme (endorsed by the Maungakiekie-Tamaki Local Board in 2012). For clarity, the financial support will cover any capital works expenditure but does not impose any responsibility on the Requiring Authority for consenting or approval of such works (this remains the responsibility of Council).</p> <p>The purpose of this requirement is to ensure that Council can both improve weekly hours of playing capacity for local sportsfields in the medium term and retain their budgeted funds for the development of Waikaraka Park South, so that this work can be implemented following the Requiring Authority's use of this site.</p> |
| <i>Coastal Access Parking Plan</i> | | |

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| ROS.7 | NoR 1 | <p>The Requiring Authority shall assist Auckland Transport and Auckland Council to prepare and promote a Coastal Access Parking Plan to identify appropriate parking locations for universal access and recreational access as close as is practicable to the coastal edge of the Manukau Harbour and Māngere Inlet between Taumanu Reserve and Hugo Johnston Drive. The Plan shall include parking at Taumanu, Onehunga Harbour Road, Captain Springs Road and Hugo Johnston Drive.</p> <p>The Plan shall be completed and made available to the public as soon as practicable following Completion of Construction.</p> |
| Network Utilities (NU) | | |
| <i>Design – Permanent Access to Network Utilities</i> | | |
| NU.1A | NoR 1 NoR 2 | <p>The Requiring Authority shall design permanent batters, retaining walls, crash barriers, fencing, acoustic barriers, and other such physical measures to be constructed as part of the Project in a manner which does not prevent practical ongoing access to existing and relocated Network Utilities during construction and operation of the works authorised by the designation.</p> |
| NU.1B | NoR 1 NoR 2 | <p>If, prior to the Commencement of Construction, Transpower has developed a proposal to underground any transmission line through the designated land of a sufficient detail of design that resource consents and/or a notice of requirement could be sought by Transpower, the Requiring Authority shall take all reasonable measures to accommodate that work in the design and construction of the EWL.</p> <p>The measures taken to accommodate any proposed undergrounding of transmission lines shall be set out in the Outline Plan or Plans prepared in accordance with Condition DC.7.</p> |
| <i>Design – New Network Utilities Opportunities</i> | | |
| NU.2 | NoR 1 NoR 2 | <p>The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or to not preclude, the development of new network utility and telecommunications facilities within the Project, where practicable to do so.</p> <p>The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared in accordance with Condition DC.7.</p> |
| <i>Utilities Management Plan</i> | | |
| NU.3 | NoR 1 NoR 2 | <p>(a) The Requiring Authority shall prepare and implement a Network Utilities Management Plan (NUMP). The NUMP shall be prepared in consultation with the Network Utility Operators who have existing assets that are directly affected by the Project.</p> <p>(b) The purpose of the NUMP is to ensure that the design and construction of the Project takes account of, and includes measures to, address the safety, integrity, protection and (where necessary) the relocation of existing network utilities.</p> <p>(c) The NUMP shall include methods and measures to:</p> <ul style="list-style-type: none"> (i) Ensure that network utilities can be accessed for maintenance at all reasonable times, or emergency works at all times, during construction activities; (ii) Manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal |

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| | | <p>wear and tear, to overhead high voltage transmission lines through the Project area ; and</p> <p>(iii) Ensure that no activity is undertaken during construction that would result in ground vibrations, ground instability and/or ground settlement likely to cause material damage to network utilities.</p> <p>(d) Demonstrate compliance with relevant standards and Codes of Practice including:</p> <p>i) NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; and</p> <p>ii) AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines.</p> <p>(e) The NUMP shall also include the specific matters set out in Conditions NU.5 – NU.9.</p> <p>(f) At least 40 working days prior to commencement of Construction Works affecting a network utility, the Requiring Authority shall provide a draft of the NUMP to the relevant Network Utility Operator for review and comment. The NUMP shall describe how the input from the Network Utility Operator in relation to its assets has been incorporated. The Requiring Authority shall consider any comments received from the Network Utility Operator when finalising the NUMP.</p> <p>(g) Any amendments to the NUMP related to assets of a Network Utility Operator shall be prepared in consultation with that asset owner.</p> |
| NU.4 | NoR 1 NoR 2 | A copy of the NUMP shall be provided to the Manager for information at least 20 working days prior to the commencement of any Enabling Works or Commencement of Construction where those enabling or Construction Works impact on network utilities. |
| NU.5 | NoR 1 NoR 2 | <p>(a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the following transmission lines:</p> <p>(i) Māngere-Mt Roskill A 110 kV Line;</p> <p>(ii) Penrose – Mt Roskill A 110 kV Line; and</p> <p>(iii) Henderson – Ōtāhuhu A 220 kV Line.</p> <p>(b) The NUMP shall include:</p> <p>(i) Details of any dispensations and associated procedures, methods and measures agreed with Transpower for construction works that cannot meet <i>New Zealand Electrical Code of Practice for Electrical Safe Distances 2001</i> (NZECP 34:2001) or any subsequent revision of the code;</p> <p>(ii) For all other works, procedures, methods and measures to demonstrate how construction works will meet the safe distances within the NZECP 34:2001 or any subsequent revision of the code and including specific measures and methods relating to:</p> <ul style="list-style-type: none"> • Excavation or disturbance of the land around any Transpower transmission support structures under Clause 2.2.3; • Building to conductor clearances under Section 3; • Depositing of material under or near overhead electric lines under Clause 4.3.1; • Mobile plant or load to Transpower transmission lines under Clause 5.2; • People to conductor clearances; and • Warning notices during use of mobile plant in proximity of overhead lines under Clause 5. |

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| | | <ul style="list-style-type: none"> (iii) Details of measures to control induction and transferred voltages and Earth Potential Rise where use of conductive material for road infrastructure or relocated network utilities is within 12 metres of the outer foundations of any transmission tower or proposed tower or monopole; (iv) Details of areas within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles; (v) Details of contractor training for those working near transmission lines and other assets; and (vi) Provision for Transpower involvement in contractor briefings for works involving the following: <ul style="list-style-type: none"> • Works within 12m of any Transpower overhead transmission line support structure; • Works within the maximum extent of line swing (at maximum operating temperature) of any Transpower overhead transmission line; and • Works within 20m of or encroaching into the Southdown Rail Supply Substation. |
| NU.6 | NoR 1 NoR 2 | <ul style="list-style-type: none"> (a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the following Watercare assets: <ul style="list-style-type: none"> (i) Hunua 1 at Sylvia Park Road/Great South Road intersection; (ii) Sylvia Park watermain; (iii) Hunua 3 transmission watermain; (iv) Hunua 4 transmission watermain; (v) Eastern Interceptor Westfield Siphon; and (vi) Onehunga Harbour <u>Road</u> watermain. (b) The NUMP shall: <ul style="list-style-type: none"> (i) Demonstrate how construction works will meet safety procedures required by Watercare for works within the vicinity of its assets; and (ii) Describe the areas within which additional management measures are required; and (iii) Describe the process for obtaining approval from Watercare before works commence within close proximity to Watercare assets under the <i>Water Supply and Wastewater Network Bylaw 2015</i>. |
| NU.7 | NoR 1 | <ul style="list-style-type: none"> (a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the First Gas East Tamaki to Taupaki Gas Pipeline. (b) The NUMP shall demonstrate how construction works will meet First Gas operating standards and codes including: <ul style="list-style-type: none"> • AS2885: Pipelines – Gas and Liquid Petroleum (Part 1 for design and Part 3 for operation and maintenance); and • New Zealand Health and Safety in Employment (Pipelines) Regulations 1999. |
| NU.8 | NoR 1 NoR2 | <p>The NUMP shall include procedures, methods and measures to manage effects of the construction works on Spark assets, and in particular, shall include provisions so that:</p> <ul style="list-style-type: none"> (a) The relocated AOHB Otāhuhu cellular site at Princes Street is fully operational prior to decommissioning of the existing AOHB Otāhuhu cellular site; and |

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| | | (b) The relocated and/or reconfigured AHAM Hamlins Hill cellular site at Great South Road is fully operational before the existing AHAM Hamlins Hill site Radio Frequency coverage is impacted by the construction of the EWL Project. |
| | NoR 1 | Advice Note: <i>Further conditions relating to network utilities located at the Southdown Site are included in the SD conditions.</i> |
| <i>Network Utility Approvals</i> | | |
| NU.9 | NoR 1 NoR 2 | The Requiring Authority shall not require Auckland Transport or Network Utility Operators with existing infrastructure within the designated land to seek written consent under section 176 of the RMA for on-going access to enable work associated with the routine construction, operation and maintenance of existing assets. To the extent that written approval is required, this condition shall constitute written approval. |
| | NoR 1 NoR 2 | Advice Note: <i>In addition to the RMA processes, there are other additional processes and approvals applying to any work or activity that affect network utilities. The Requiring Authority may require additional approvals from Network Utility Operators prior to any works commencing in proximity to network utilities.</i> |
| MANA WHENUA COLLABORATION (MW) | | |
| <i>Mana Whenua Group</i> | | |
| MW.1 | NoR 1 NoR 2 | <p>(a) Six months prior to the Commencement of Construction, the Requiring Authority shall invite mandated representatives of Mana Whenua to participate in a Mana Whenua Group (MWG).</p> <p>(b) The purpose of the MWG is to facilitate engagement between the Requiring Authority and Mana Whenua in respect of the activities authorised by this designation.</p> <p>(c) The group will include invited representatives from:</p> <ul style="list-style-type: none"> (i) Ngāi Tai Ki Tāmaki; (ii) Ngāti Maru; (iii) Ngāti Paoa; (iv) Ngāti Tamaoho; (v) Ngāti Te Ata Waiohūa; (vi) Ngāti Whātua Ōrākei; (vii) Te Ahiwaru; (viii) Te Ākitai Waiohūa; (ix) Te Kawerau ā Maki; and (x) Te Rūnanga o Ngāti Whātua. <p>(d) The MWG will hold regular meetings (at least three monthly) throughout the construction period. The MWG shall continue until six months after Completion of Construction. The frequency and duration of the meetings can be reduced or increased where the majority of the members of the group agree.</p> |

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| | | <p>(e) The Requiring Authority shall record the main points arising from each meeting of the MWG, and shall provide a copy of that record to the meeting invitees within a reasonable time following the meeting.</p> <p>(f) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the MWG.</p> |
| MW.2 | NoR 1 NoR 2 | <p>The MWG will be provided opportunities to review and comment on the following (amongst other things):</p> <p>(a) The ULDMP, with particular reference to design elements of the following features:</p> <ul style="list-style-type: none"> i) Works in the vicinity of Te Hōpua a Rangi including how Mana Whenua artworks or design themes are incorporated and delivered into that design and nomination of an artist to design the artwork referred to in Condition LV.5B; ii) Design of the reclamation, coastal paths and boardwalk along the Mangere Inlet. iii) Landscape treatment (including plant species, plant sources and planting methodology), alignment and design of the recreation walkway, interpretive signage and other amenities along the Māngere Inlet foreshore recreation walkway; iv) Aesthetic design through the upper reaches of the Māngere Inlet (Anns Creek), including reflection of the Kāretu Portage in the design of the viaduct and interpretive signage; v) Design associated with the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park Road), including reflection of the historic Kāretu Portage in design of this feature; vi) Structures in the vicinity of the waahi tapu at Mt Wellington Interchange; and vii) Design of the Ōtāhuhu Creek bridges and in particular the treatment beneath these structures to reflect and respond to the Ōtāhuhu portage. <p>(b) The Heritage Management Plan (as required by designation Condition HH.3) including details of Mana Whenua construction monitoring for sites identified as having significance to the Mana Whenua Group (including but not limited to Te Hōpua a Rangi, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek);</p> <p>(c) Accidental Discovery Protocol (as required by designation Condition HH.2);</p> <p>(d) The ECOMP (as required by consent Condition EM.1) including the detail of ecological restoration planting along the northern shoreline of the Māngere Inlet, Anns Creek and Ōtāhuhu Creek;</p> <p>(e) The CEMP and Coastal Works CEMP (as required by consent Conditions RC.10 and C.4), including details on site inductions, training programme(s) and tikanga for construction works (particularly for works in sensitive areas such as Te Apunga o Tainui at Mt Wellington Interchange) to respond to matters of significance to Mana Whenua; and</p> <p>(f) Results of environmental monitoring prior to and during construction as required by conditions of the designation and related resource consents (e.g. water and leachate design performance monitoring under Condition C.1H and the scientific analysis of material of geological interest from the cut into the Te Hōpua a Rangi tuff ring under Condition HH.8), including information to support cultural monitoring requirements.</p> |
| <i>Cultural Monitoring Plan (Construction)</i> | | |
| MW.3 | NoR 1 | Prior to the Commencement of Construction, a Cultural Monitoring Plan or plans shall be prepared by a person endorsed by the Mana Whenua Group. |

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| | NoR 2 | |
| MW.4 | NoR 1 NoR 2 | The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to Mana Whenua and to minimise potential adverse effects on these values. |
| MW.5 | NoR 1 NoR 2 | <p>The Cultural Monitoring Plan shall include (but not be limited to):</p> <ul style="list-style-type: none"> (a) Requirements for formal dedication or cultural interpretation to be undertaken prior to works commencing in areas identified as having significance to Mana Whenua (including but not limited to Te Hōpua a Rangī, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek): (b) Requirements and protocols for cultural inductions; (c) Identification of sites and areas where cultural monitoring is required during particular Construction Works; (d) Identification of any other specific activities requiring cultural monitoring (e.g. implementation of spill contingency measures or specific works in the CMA); (e) Identification of personnel nominated by Mana Whenua to undertake cultural monitoring, including any geographic definition of their responsibilities; (f) Details of personnel nominated by the Requiring Authority and Mana Whenua to assist with management of any issues identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition HH.2; (g) Identification of any opportunities and intent from Mana Whenua to reuse excavated natural material from the EWL Trench at Te Hōpua a Rangī, and if so, proposed measures to achieve this; and (h) Details of any pre-construction monitoring that may assist Mana Whenua in their monitoring role (e.g. avifauna monitoring, baseline water quality monitoring). |
| HISTORIC HERITAGE (HH) | | |
| <i>Archaeology</i> | | |
| HH.1 | NoR 1 NoR 2 | Left intentionally blank. |
| HH.2 | NoR 1 NoR 2 | <p>The Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works.</p> <p>The Accidental Discovery Protocol shall be consistent with Auckland Unitary Plan Accidental Discovery Rule in Standard E.11.6.1, and E.12.6.1.</p> <p>The Accidental Discovery Protocol shall be prepared in consultation with the Mana Whenua Group and modified to reflect the site specific Project detail.</p> <p>The Accidental Discovery Protocol shall be implemented throughout the Construction Works.</p> |
| <i>Heritage Management Plan</i> | | |
| HH.3 | NoR 1 NoR 2 | (a) Prior to Commencement of Construction, the Requiring Authority shall prepare and implement a Heritage Management Plan (HMP). |

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| | | <p>(b) The purpose of the HMP is to identify procedures and practices to be adopted to protect, as far as reasonably practicable, historic heritage and remedy and mitigate any residual effects.</p> <p>(c) The HMP shall be implemented throughout Construction Works.</p> |
| HH.4 | NoR 1 NoR 2 | <p>The HMP shall be prepared by a Suitably Qualified Person in consultation with Council, HNZPT and Mana Whenua, and shall identify:</p> <p>(a) Known historic heritage within the designation boundary;</p> <p>(b) Any pre-1900 areas covered by an Archaeological Authority under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA);</p> <p>(c) Roles, responsibilities and contact details of personnel and/or relevant agencies (including but not limited to Auckland Council, New Zealand Police, HNZPT, and mana whenua representatives) involved with historic heritage matters including surveys and monitoring of conditions;</p> <p>(d) Methods for identifying avoiding, protecting and/or minimising effects on historic heritage during construction where practicable in line with the ICOMOS NZ Charter and including construction methods that minimise vibration;</p> <p>(e) Details for recording and salvage prior to removal of the historic railway bridge and tunnel located adjacent to Onehunga Harbour Road. The recording and salvage shall be aligned, as appropriate, with the Salvage and Conservation Heritage Plan for the proposed removal of the 1875/1915 Māngere Bridge (being part of a separate works project planned by the NZ Transport Agency).</p> <p>(f) Training requirements for contractors and subcontractors on historic heritage areas/features within the designation boundary and any accidental discovery protocols. The training shall be undertaken under the guidance of a Suitably Qualified Person and representatives of the Mana Whenua Group;</p> <p>(g) Cultural inductions for site/places of importance to Mana Whenua;</p> <p>(h) Proposed methodology for assessing the condition of historic heritage, and the means to mitigate any adverse effects (if any) on the built heritage features listed in Condition HH.5, including allocation of resources and the timeframe for implementing the proposed methodology in accordance with <i>Heritage New Zealand guideline AGS 1A: Investigation and Recording of Buildings and Standing Structures for assessing and recording built heritage</i> dated 4 July 2014 (or any subsequent revision); and</p> <p>(i) Proposed methodology for documentation of historic heritage exposed during construction and the recording of these sites in the Auckland Council Cultural Heritage Inventory (www.chi.net/Home.aspx).</p> |
| HH.4A | NoR 1 NoR 2 | <p>Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager as soon as they are produced.</p> |
| | NoR 1 NoR 2 | <p>Advice note:</p> <p><i>HNZPTA provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. All archaeological sites are protected by the provisions of the Act (section 42). It is unlawful to modify, damage or destroy an archaeological site without prior authority from HNZPT. An Authority is required whether or not the land on which an archaeological site may be present is designated, a resource or building consent has been granted, or the activity is permitted under Unitary, District or Regional Plans.</i></p> <p><i>According to the Act (section 6) archaeological site means, subject to section 42(3) –</i></p> |

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| | | <p>a) any place in New Zealand, including any building or structure (or part of a building or structure), that –</p> <ul style="list-style-type: none"> i. was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and ii. provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and <p>b) includes a site for which a declaration is made under section 43(1)</p> <p><i>It is the responsibility of the Requiring Authority to consult with HNZPT about the requirements of the Act and to obtain the necessary Authorities under the Act should these become necessary, as a result of any activity associated with the consented proposals.</i></p> <p><i>For information please contact the HNZPT Northern Regional Archaeologist – 09 307 0413 / archaeologistMN@historic.org.nz.</i></p> |
| Built Heritage Features – Condition Survey | | |
| HH.5 | NoR 1 | <p>(a) Subject to receiving the owners written approval, a building condition survey shall be undertaken by a Suitably Qualified Person for the following built heritage structures prior to the Commencement of Construction in the vicinity of those structures:</p> <ul style="list-style-type: none"> (i) The Aotea Sea Scouts Hall at 1 Orpheus Drive and stone walls including an inventory and photographic survey of the interior fittings; (ii) The Landing at 2 Onehunga Harbour Road; (iii) The Extent of Place as identified in the Auckland Unitary Plan (Operative in Part) and any contributing buildings on Onehunga Wharf at 55 Onehunga Harbour Road; (iv) The Waikaraka Park stone walls in the following locations: <ul style="list-style-type: none"> • along the southern boundary between Waikaraka Park and the EWL Main Alignment; • along the western boundary at Alfred Street; and • along the eastern boundary at Captain Springs Road. (v) The Waikaraka Park stone caretakers' cottage on Captain Springs Road. <p>(b) The purpose of the survey is to determine the pre-construction condition, context and physical features of the built heritage structures to form the basis of construction monitoring.</p> <p>(c) The outcome of the survey shall be provided to the building owner within 20 working days following completion of the survey and a copy shall be provided to the Manager.</p> <p>(d) Regular visual inspections of the built heritage structures shall also be undertaken during periods of construction activity that have the potential to result in significant vibration. The visual inspection shall be undertaken at a frequency appropriate to the nature and duration of the construction activity.</p> <p>(e) A post-construction condition survey shall be undertaken within 3 months following Completion of Construction in the vicinity of the built heritage feature. The outcome of the survey shall be provided to the building owner following completion of the survey and a copy shall be provided to the Manager.</p> <p>(f) If any damage occurs that is verified as attributable to the Construction Works, the Requiring Authority shall (with the agreement of the building owner and subject to any additional approval required) make good the damage and advise the Manager of the work undertaken.</p> |

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| HH.6 | NoR 1 | <p>The Requiring Authority is deemed to have complied with Condition HH.5 if:</p> <ul style="list-style-type: none"> (a) The Requiring Authority has written to the building owner offering the structural condition survey and the owner did not accept the Requiring Authority's offer within three months of the date of the Requiring Authority's written offer; or (b) The built heritage feature owner cannot, after reasonable enquiry, be found. |
| HH.6A | NoR2 | <p>Prior to the removal of the houses at 69 Panama Road and 31 Frank Grey Place, the houses shall be photographically recorded and the record shall be provided to the Manager.</p> |
| <i>Aotea Sea Scout Hall – Conservation Plan</i> | | |
| HH.7 | NoR1 | <p>The Requiring Authority shall update the Conservation Plan for the Aotea Sea Scout Hall contained in the document titled <i>Aotea Sea Scouts Building Conservation Plan, 19 February 2007, Revision: FINAL DRAFT, MHX REF:X025</i>.</p> <p>The update shall consider the following:</p> <ul style="list-style-type: none"> (a) Any changes to history and narrative as a result of new information; (b) Statements of heritage value; (c) Review current condition including any changes, deterioration or loss of heritage fabric; (d) Document any maintenance or repairs undertaken; and (e) Review of policy regarding use of the building. <p>The updated Conservation Plan shall also include:</p> <ul style="list-style-type: none"> (i) A structural and condition survey, a schedule of recommended prioritised conservation repair and maintenance work, and preliminary cost estimates; and (ii) An assessment of works required to provide a wastewater connection. <p>The updated Conservation Plan shall be submitted to the Manager for information at the same time as the submission of the Heritage Management Plan prepared under Condition HH.3.</p> |
| HH.7A | NoR1 | <ul style="list-style-type: none"> (a) The recommendations of the updated Conservation Plan shall be discussed with the landowner(s), building owner, HNZPT and Auckland Council's Heritage Unit. (b) The Requiring Authority, in consultation with the parties identified in (a) above shall identify which recommendations of the updated Conservation Plan will be implemented (in part or in full) as part of the Project. For example, this could include prioritised conservation repair and maintenance works and / or a wastewater connection. (c) Subject to the agreement of the building owner and/or the landowner(s), and the grant of any required statutory approvals, the Requiring Authority shall implement any works identified in (b) above, prior to or within 12 months of Completion of Construction. |
| <i>Geological Heritage</i> | | |
| HH.8 | NoR1 | <p>The Requiring Authority shall engage a Suitably Qualified Person to record the geology of the proposed cut into the Te Hōpua a Rangī tuff ring that will be undertaken to form the EWL Trench on Onehunga Harbour Road. The record may include information obtained in advance of construction (e.g. borehole logs), and / or information obtained as the cut progresses.</p> |

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| | | <p>Provision shall be made for sampling of materials of geological interest and suitable scientific analysis. The site records and finding of further geological analysis shall be prepared in a manner which enables the information to contribute to the geological knowledge of Auckland's volcanic heritage, and shall be provided in a report to the Manager.</p> <p>Subject to compliance with site health and safety requirements, the Requiring Authority shall provide an opportunity for a Council representative with specialist interest in geological heritage to view the cutting at an appropriate time during excavations, whilst exposed natural material is visible.</p> |
| URBAN DESIGN, LANDSCAPE AND VISUAL (LV) | | |
| LV.1 | NoR 1 NoR 2 | <p>The Requiring Authority shall prepare an Urban and Landscape Design Master Plan (ULDMP) for the Project. The ULDMP may be submitted in sectors or in parts.</p> <p>The ULDMP shall be included in the Outline Plan submitted prior to the Commencement of Construction of permanent works.</p> <p>A ULDMP is not required for Enabling Works and Site Investigations.</p> |
| LV.2 | NoR 1 NoR 2 | <p>The purpose of the ULDMP is to:</p> <ul style="list-style-type: none"> (a) Integrate the Project's permanent works into the surrounding landscape and urban context and to illustrate the urban and landscape design elements of the Project. (b) Outline the requirements for the Project's permanent landscape mitigation works; and (c) Outline the maintenance and monitoring requirements for planting undertaken as part of the ULDMP. |
| LV.3 | NoR 1 NoR 2 | <p>The ULDMP shall be prepared in consultation with:</p> <ul style="list-style-type: none"> i) Council for areas of the Project to become Council assets; ii) Auckland Transport for areas within and adjoining local roads; iii) the Mana Whenua Group; iv) HNZPT; v) Landowners; vi) Adjacent landowners in relation to noise barriers on their boundary; vii) Auckland Council Heritage Unit for works within AUP Historic Heritage Overlay Extent of Place and/or affecting AUP Historic Heritage Overlay and Schedule items; and viii) Panuku Development Auckland for works adjacent to Onehunga Wharf. <p>Any comments and inputs received from the parties listed above shall be summarised within the ULDMP or supporting document, along with explanation of where any comments or suggestions have not been incorporated and the reasons why.</p> |
| LV.4 | NoR 1 NoR 2 | <p>The ULDMP shall be prepared by a Suitably Qualified Person and shall:</p> <ul style="list-style-type: none"> (a) Reflect the Key Design Principles and Sector Outcomes of the Project's <i>Urban and Landscape Design Framework</i> dated November 2016 and the Addendum dated December 2016 (hereafter referred to as the ULDF); (b) Be prepared in general accordance with the following (or equivalent update): |

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| | | <ul style="list-style-type: none"> i) NZ Transport Agency's <i>Urban Design Guidelines: Bridging the Gap</i> (2013); and ii) NZ Transport Agency Landscape Guidelines (final draft dated 2014); and NZ Transport Agency's <i>P39 Standard Specification for Highway Landscape Treatments</i>, 2013; and (c) Be integrated with the ULDMP for the areas of the Project within the Coastal Marine Area, and, where relevant, the Ecological Management Plan, both plans to be prepared in accordance with conditions of the resource consents granted for the Project. |
| LV.5 | NoR 1 NoR 2 | <p>The ULDMP shall demonstrate how the Sector-Specific Outcomes in Chapter 5 of the ULDF have been incorporated and shall include the following:</p> <ul style="list-style-type: none"> (a) Design that describes and illustrates the overall urban and landscape design concept, and explains the rationale for the landscape and urban design proposal if different from the ULDF concepts; (b) Developed design details for the urban and landscape design features. These shall cover the following: <ul style="list-style-type: none"> i) Roadside furniture – elements such as lighting, sign gantries and signage, guard rails, fences and median barriers; ii) Architecture and landscape treatment of all major structures, including bridges, structures, underpasses and retaining walls; iii) Architecture and landscape treatment of noise barriers; iv) Land use re-instatement following construction; v) Landscape treatment of permanent stormwater management wetlands and swales; vi) Integration of passenger transport facilities; vii) Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses; viii) Features (such as interpretive signage) for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology in the Project area; ix) Proposed maintenance boundaries; x) Consideration of: <ul style="list-style-type: none"> • Crime Prevention Through Environmental Design (CPTED) principles; • Safety in Design (SID) requirements; • Maintenance requirements and anti-graffiti measures; and • Protected viewshafts, character areas and protected heritage sites, structures or features, as identified in the Auckland Unitary Plan. <p>The ULDMP shall also describe how road design elements such as median width and treatment, roadside width and treatment, and earthworks contouring, have taken into account the Sector-Specific Outcomes in Chapter 5 of the ULDF.</p> |
| LV.5A | NoR 1 | <p>The ULDMP shall include the following information in relation to works in the vicinity of the Aotea Sea Scouts Building:</p> <ul style="list-style-type: none"> (a) Design details for the area surrounding the Aotea Sea Scout Building to achieve the design outcomes set out in Section 5.1 of the ULDF. These shall cover the following: |

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| | | <ul style="list-style-type: none"> (i) Continued vehicular access to the building from Orpheus Drive, with sufficient curtilage for parking to support ongoing use of the building; (ii) Retaining uninterrupted views towards the building from public areas along the Manukau Harbour edge; (iii) Acknowledgement and interpretation of the history of the building; (iv) Design treatment of the retaining walls immediately opposite to acknowledge or recall the history of the building; (v) Interpretive signage as required by LV.5(b)(viii); (vi) Landscaping to soften interface with the road environment; and (vii) Detailing / finish of walls to respond to heritage context. <p>(b) Identified opportunities for public parking on Onehunga Harbour Road within proximity to the Aotea Sea Scouts Building. The design of any new parking areas shall be integrated with the outcomes to be achieved in Condition LV.5C.</p> |
| LV.5B | NoR1 | <p>(a) The ULDM shall include developed design details for a commissioned artwork that is to highlight the circular form of the Te Hōpua a Rangi crater and emphasise Te Hōpua a Rangi as a landmark. The artwork:</p> <ul style="list-style-type: none"> i) Shall not compromise the use of the park for sports fields; ii) Shall respond to opportunities to recognise the cultural values of the site as identified by the Mana Whenua Group; and iii) Shall accentuate the legibility of the natural landform, and avoid modification of the natural ground in the area identified in the Auckland Unitary Plan as Outstanding Natural Feature. For the avoidance of doubt, this does not exclude excavation for foundations and the like into areas that have been landfilled or otherwise modified; <p>(b) Subject to agreement of the landowner(s) for the artwork to be located on land outside of the designation, the Requiring Authority shall install the artwork within 12 months of Completion of Construction in this sector. In the event that the landowner does not agree to the artwork, the Requiring Authority shall develop design details and implement an alternative artwork which best emphasises Te Hōpua a Rangi as a landmark.</p> |
| LV.5C | NoR 1 | <p>The ULDM shall include developed design details for the EWL Trench and EWL Land Bridge and immediately adjacent land to achieve the following outcomes:</p> <p>(a) Provide a generous connection between the vicinity of The Landing (2 Onehunga Harbour Road) and Onehunga Wharf, with the length of the EWL Land Bridge (i.e. the distance between its western and eastern end) to be a minimum of 80m and a maximum of 110m. In determining the appropriate length of the Land Bridge, the Requiring Authority shall take account of the outcomes in (b) to (f) below, along with the following technical considerations:</p> <ul style="list-style-type: none"> (i) design to retain the vertical alignment of the EWL trench, maintaining appropriate gradients between the trench and the bridge over SH20 (to the west) and Galway Street intersection (to the east); (ii) design to avoid Dangerous Goods Vehicles from being prevented from using the EWL trench; (iii) design to avoid the trench being classified as a tunnel to the extent that forced ventilation / deluge systems / active monitoring or similar would be required, with the design input to include a Fire Life Safety Assessment; (iv) retention of Onehunga Harbour Road in its current (or similar) vertical alignment to maintain appropriate gradients of the local road; |

| Ref | Applies to: | |
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| | | <ul style="list-style-type: none"> (v) design to minimise ongoing operation and maintenance requirements; and (vi) minimise visual severance on either side of the land bridge, including between Onehunga Harbour Road and the harbour and wharf, and between Gloucester Park South and the rim of Te Hōpua a Rangi. (b) Provide for local traffic over the EWL Trench accessing Onehunga Wharf, including heavy vehicle access; (c) Enhance pedestrian and cycle access, including to Old Māngere Bridge, Onehunga Wharf, Taumanu, EWL, and Onehunga town centre; (d) Incorporate appropriate parking facilities and service vehicle access to Gloucester Park South; (e) Incorporate appropriate vehicle crossings and driveways to maintain access to private land on Onehunga Harbour Road; (f) Respond to the historic context of the former Manukau Tavern (now The Landing at 2 Onehunga Harbour Road) and the Onehunga Wharf, aligning the land bridge between the two to reference their historic relationship and heritage values including interpretive signage as required by LV.5(b)(viii) ; (g) Where practicable, acoustic treatment within the EWL Trench (e.g. surface treatment on the trench walls) to manage operational noise effects from traffic in the EWL Trench on pedestrians, cyclists and users of adjacent public areas. (h) Not preclude and where practicable accommodate a bus lane from the SH20 northbound off-ramp connecting to Onehunga Harbour Rd in the vicinity of The Landing. <p>The design details for the EWL Land Bridge shall be developed in a collaborative design process in accordance with Condition DC.11A.</p> |
| LV.5D | NoR 1 | <p>The ULDMP shall include developed design details for the pedestrian and cycle connection between Onehunga Wharf and the eastern extent of Taumanu Reserve to achieve the following outcomes:</p> <ul style="list-style-type: none"> (a) A minimum of 4m width, with occasional wider sections where practicable for amenity features such as lookouts or seating; and (b) Planting or other landscape treatment where practicable, to soften hard edges and integrate with the coastal environment. |
| LV.5E | NoR 1 | <p>The ULDMP shall include developed design details for the pedestrian and cycle connection between Onehunga Mall and Onehunga Harbour Road / Old Māngere Bridge (including the existing or replacement Old Māngere Bridge) to achieve the following outcomes:</p> <ul style="list-style-type: none"> (a) A primary route by way of Onehunga Mall and an underpass beneath SH20, that is: <ul style="list-style-type: none"> (i) Legible as the primary route; (ii) As direct as possible, and has sightlines as open as possible; (iii) Incorporates a high amenity streetscape in Onehunga Mall; (iv) Addresses amenity and CPTED matters in the underpass; and (v) Incorporates a minimum 5m wide bridge over the EWL Trench, with design details that provide a sense of separation from the EWL Main Alignment; (b) An alternative route adjacent to Onehunga Harbour Road that addresses amenity and CPTED matters beneath the SH20 bridge. |
| LV.5F | NoR 1 | <p>The ULDMP shall include developed design details for works at the southern boundary of Waikaraka Cemetery and Waikaraka Park South to achieve the following outcomes:</p> |

| Ref | Applies to: | |
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| | | <p>(a) A high quality urban design and landscape treatment between the EWL Main Alignment and Waikaraka Cemetery and Waikaraka Park South to:</p> <ul style="list-style-type: none"> i) Soften views of the EWL Main Alignment from within the Cemetery and Park; ii) Maintain a sense of separation from the EWL Main Alignment; iii) Incorporate elevated areas or features from which views are available over Māngere Inlet; iv) Reflect the built and landscape features of the historic heritage within the Extent of Place (such as existing rock walls and pohutukawa) and include interpretive signage as required by LV.5(b)(viii); v) Incorporate measures to mitigate operational noise effects from traffic on the EWL Main Alignment on visitors to the Cemetery with a target to achieve 50 dB L_{Aeq} when measured within the boundary of the Cemetery unless impracticable to do so in which case achieve Best Practicable Option taking into account the outcomes in (i) to (iv) above. <p>(b) Integrated urban design and landscape treatment which takes into account engineering considerations such as groundwater and stormwater management;</p> <p>(c) Integration with pedestrian and cycle connections to the west and east of the Cemetery and Park, and along and across the EWL Main Alignment; and</p> <p>(d) Integration with parking to be retained in Waikaraka Cemetery.</p> <p>The design details shall take into account the future sports fields to be developed by Council in Waikaraka Park South, and shall integrate with any works forming part of the Waikaraka Park Reinstatement Plan prepared in accordance with Condition ROS.6</p> |
| LV.5G | NoR 1 | <p>The ULDMP shall include the following developed design details in relation to the EWL Main Alignment along the Māngere Inlet foreshore:</p> <p>(a) Design details for the section of the EWL Main Alignment along the Māngere Inlet foreshore between Galway Street to mid-way between Captain Springs Road and Ports Link Road, with the purpose of those details being to ensure the design for this section of the road has an urban arterial character, and differs in character from the balance of EWL recognising its urban harbour frontage. This outcome could be achieved by incorporating design elements such as:</p> <ul style="list-style-type: none"> (i) Different road surface material; (ii) No median barrier; (iii) 60 kph posted speed limit; (iv) A succession of elements on either side of the EWL Main Alignment, perpendicular to the highway, to create a visual transition to a slower speed environment (gateway structures); (v) Wide promenade footpath on the outer edge; (vi) Distinctive footpath details; (vii) Bespoke street furniture; (viii) Street trees; and (ix) City street lights. <p>(b) The design details shall integrate with proposed road embankment, landscape and amenity features, access, and stormwater treatment areas to be constructed in the Coastal Marine Area as part of the Project and as authorised by coastal permits granted for the Project.</p> |

| Ref | Applies to: | |
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| LV.5H | NoR 1 | The ULDMP shall include design details for the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park Road), which achieve the design outcomes set out in Section 5.3 and 5.4 of the ULDF Addendum dated December 2016. |
| LV.6 | NoR 1 NoR 2 | <p>The ULDMP shall include the following planting details:</p> <ul style="list-style-type: none"> (a) Identification of vegetation to be retained (including trees identified in accordance with Condition TR.1), protection measures, and planting to be established along cleared edges; (b) Details of the sourcing of native plants. Any planting using native plants shall use plants genetically sourced from the Tamaki Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Auckland Ecological Region; (c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials; (d) Planting programme – 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 Construction Works in each stage of the Project; (e) Detailed specifications for landscape planting relating to (but not limited to) the following: <ul style="list-style-type: none"> i) Weed control and clearance; ii) Pest animal management; iii) Ground preparation (topsoiling and decompaction); iv) Mulching; and v) Plant sourcing and planting, including hydroseeding and grassing; (f) The detailed specifications above are to be consistent with the ECOMP required by Condition EM.1 and with planting plans for the stormwater treatment wetlands required by Condition SW.1. (g) For any landscape planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 2 years following that planting being undertaken; and (h) For any ecological restoration planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 5 years following that planting being undertaken. |
| LV.7 | NoR 1 NoR 2 | <p>Planting shall be implemented:</p> <ul style="list-style-type: none"> (a) Wherever practicable prior to Commencement of Construction; or (b) As soon as areas become available for planting due to the progress of the works and seasonal conditions; and/or (c) Within twelve months of Completion of Construction, unless the seasonal timing of works makes some planting impracticable, in which case such planting shall be completed no later than twenty four months after Completion of Construction. |
| LV.8 | NoR 2 | Where the Requiring Authority installs noise barriers immediately adjacent to residential properties between Panama Road and the southern extent of the works, it shall offer to undertake planting to soften the appearance of the barrier. |

| Ref | Applies to: | |
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| | | The offer shall be made no later than 3 months prior to Completion of Construction. If the offer is not accepted by a property owner within that timeframe, this condition is deemed to have been complied with. |
| TREES (TR) | | |
| TR.1 | NoR 1 NoR 2 | <p>Arboricultural assessments shall be carried out prior to Commencement of Construction to assess if any existing trees within the construction area are worthy of retention or relocation and if it is practicable to retain or relocate those trees.</p> <p>The assessment shall include a survey of trees prior to the Commencement of Construction within parks, reserves and local roads to inform the replacement of these trees in accordance with Condition TR.2. The survey methodology shall be provided to the Manager for certification.</p> <p>If retention or relocation of a tree is determined appropriate, specific tree protection/management measures shall be developed and implemented throughout the Construction Works so that health of the trees is not adversely affected. Where any retained or relocated trees are located on Council owned land (including Council owned open space and road reserve), the Council's nominated arborist shall be consulted regarding appropriate tree protection/management measures.</p> |
| TR.2 | NoR 1 NoR 2 | Trees within parks, reserves and local roads that require removal for the Project shall be replaced with trees of suitable/comparable species and size to achieve comparable canopy footprint after 10 years in a location agreed with Council (for parks and reserves) or Auckland Transport (for local roads and paths). Details of the location, species and size of the replacement trees shall be included in the ULDMP prepared in accordance with Condition LV.1. |
| TR.3 | NoR 1 NoR 2 | Where any works occur within the dripline of a notable tree or trees within a Historic Heritage Overlay Extent of Place (as identified in the maps of the AUP), those works shall be undertaken in accordance with best arboricultural practice and the methodology for the works submitted to the Manager for certification. |
| TRAFFIC NOISE (OPERATION) (ON) | | |
| ON.1 | NoR 1 NoR 2 | <p>For the purposes of Conditions ON.2 to ON.14:</p> <ul style="list-style-type: none"> (a) BPO – means the Best Practicable Option; (b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010 <i>Acoustics – Road-traffic noise – New and altered roads</i>; (c) Habitable Space – has the same meaning as in NZS 6806; (d) Noise Assessment – Means the <i>Traffic Noise and Vibration Assessment Report</i> (Technical Report 7) submitted with the NoR; (e) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the BPO for noise mitigation (i.e. Categories A, B and C); (f) NZS 6806 – means New Zealand Standard NZS 6806:2010 <i>Acoustics – Road-traffic noise – New and altered roads</i>; (g) P40 – means NZ Transport Agency NZTA P40:2014 Specification for noise mitigation; |

| Ref | Applies to: | |
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| | | (h) PPFs – means only the premises and facilities identified in green, orange or red in the <i>Noise Assessment</i> ; and (i) Structural Mitigation – has the same meaning as in NZS 6806. |
| <i>Structural Mitigation</i> | | |
| ON.2 | NoR 1 NoR 2 | The road-traffic noise mitigation measures identified as the ‘Recommended Traffic Noise Mitigation’ in the <i>Noise Assessment</i> must be implemented to achieve the Noise Criteria Categories indicated in the <i>Noise Assessment</i> (‘Identified Categories’), where practicable and subject to Conditions ON.3 to ON.14. |
| ON.3 | NoR 1 NoR 2 | Prior to Commencement of Construction, a Suitably Qualified Person must undertake the detailed design of the Structural Mitigation measures in the <i>Noise Assessment</i> (the ‘Detailed Mitigation Options’), which, subject to Condition ON.4, must include at least: (a) Noise barriers with location, length and height in general accordance with the <i>Noise Assessment</i> ; and (b) Low-noise road surfaces with location in general accordance with the <i>Noise Assessment</i> . |
| ON.4 | NoR 1 NoR 2 | If it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the <i>Noise Assessment</i> , a changed design can be included in the Detailed Mitigation Options if either: (a) the changed design would result in the same Identified Category at all PPFs or better, and a Suitably Qualified Person certifies to the Manager that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806; or (b) the changed design would result in an increase in the noise level at any PPF of greater than 2dB and the Manager confirms that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806. |
| <i>Noise Mitigation Design Report</i> | | |
| ON.5 | NoR 1 NoR 2 | Prior to Commencement of Construction, a Noise Mitigation Design Report written in accordance with NZ Transport Agency <i>P40 Specification for Noise Mitigation 2014</i> must be provided to the Manager. The purpose of the Noise Mitigation Design Report is to confirm that the Detailed Mitigation Options meet the requirements of ON.2-ON.4. The Noise Mitigation Design Report shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme. Where a Noise Mitigation Design Report is required, it shall be included in the Outline Plan for the relevant stage(s) of the Project. |
| ON.6 | NoR 1 NoR 2 | The Detailed Mitigation Options must be implemented prior to Completion of Construction, with the exception of any low-noise road surfaces, which must be implemented within twelve months of Completion of Construction. |
| ON.7 | NoR 1 NoR 2 | Within twelve months of Completion of Construction, a post-construction review report written in accordance with NZ Transport Agency <i>P40 Specification for Noise Mitigation 2014</i> must be provided to the Manager. |
| ON.8 | NoR 1 NoR 2 | The Detailed Mitigation Options must be maintained so they retain their noise reduction performance as far as practicable. |

| Ref | | Applies to: |
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| <i>Building-Modification Mitigation</i> | | |
| ON.9 | NoR 1 NoR 2 | Prior to Commencement of Construction, a Suitably Qualified Person must identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not achieve Noise Criteria Category A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces ('Category C Buildings'). |
| ON.10 | NoR 1 NoR 2 | Prior to Commencement of Construction in the vicinity of each Category C Building, the Requiring Authority must write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within twelve months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope. |
| ON.11 | NoR 1 NoR 2 | For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.10 if: <ul style="list-style-type: none"> (a) The Requiring Authority's acoustics specialist has visited the building; or (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant and the building owner has been notified of that denial); or (c) The building owner did not agree to entry within twelve months of the date of the Requiring Authority's letter sent in accordance with Condition ON.10 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction. <p>If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.</p> |
| ON.12 | NoR 1 NoR 2 | Subject to Condition ON.11, within six months of the assessment required by Condition ON.10, the Requiring Authority must write to the owner of each Category C Building advising: <ul style="list-style-type: none"> (a) If Building-Modification Mitigation is required to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces; and (b) The options available for Building-Modification Mitigation to the building, if required; and (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available. |
| ON.13 | NoR 1 NoR 2 | Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation must be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner. |
| ON.14 | NoR 1 NoR 2 | Subject to Condition ON.11, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.13 if: <ul style="list-style-type: none"> (a) The Requiring Authority has completed Building-Modification Mitigation to the building; or |

| Ref | Applies to: | |
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| | | <ul style="list-style-type: none"> (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.12 (including where the owner did not respond within that period); or (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction. |
| CONSTRUCTION NOISE AND VIBRATION (CNV) | | |
| CNV.1 | NoR 1 NoR 2 | <p>A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared by a Suitably Qualified Person, and shall be implemented and maintained throughout the entire construction period.</p> <p>The purpose of the CNVMP is to provide a framework for the development and implementation of Best Practicable Option for the management of construction noise and vibration effects, and to minimise any exceedance of the construction noise and vibration criteria set out in Conditions CNV.4 and CNV.5.</p> |
| CNV.2 | NoR 1 NoR 2 | <ul style="list-style-type: none"> (a) The CNVMP shall be prepared in accordance with Annex E2 of New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6806:1999) and the NZ Transport Agency's <i>State highway construction and maintenance noise and vibration guide</i> (version 1.0, 2013). (b) The CNVMP shall, as a minimum, address the following: <ul style="list-style-type: none"> (i) Description of the works, anticipated equipment/processes and their scheduled durations; (ii) Hours of operation, including times and days when construction activities would occur; (iii) The construction noise and vibration criteria for the project; (iv) Identification of affected houses and other sensitive locations where noise and vibration criteria apply; (v) Management and mitigation options, including alternative strategies adopting the Best Practicable Option where full compliance with the relevant noise and/or vibration criteria cannot be achieved; (vi) A procedure for developing and implementing the management plans (as required by conditions CNV.6A, CNV.7A and CNV.7B) forming part of this CNVMP; (vii) Methods and frequency for monitoring and reporting on construction noise and vibration; (viii) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities, the period of construction activities, and handling noise and vibration complaints; (ix) Identification of major construction work areas and activities which are anticipated to generate noise and / or vibration levels which will require site specific management plans (in accordance with Condition CNV.6A, CNV.7A and CNV.7B) as soon as reasonably practicable, and procedures for the early engagement with the receivers; |

| Ref | Applies to: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| | | <p>(x) Construction equipment operator training procedures and expected construction site behaviours;</p> <p>(xi) Contact details of the site supervisor or project manager and the Requiring Authority's Project Liaison Person (phone, postal address, email address);</p> <p>(xii) 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; and</p> <p>(xiii) Identification of businesses which operate processes, machinery or equipment that may be unreasonably disrupted by construction vibration even where the Project vibration standards are met or are sensitive to vibration due to the nature of the building materials (e.g. asbestos). For any such businesses a site specific management plan in accordance with CNV.7B shall be prepared and implemented.</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CNV.3 | NoR 1 NoR 2 | The CNVMP shall identify which mitigation measures required by Conditions ON 1 to ON.6 would also attenuate construction noise. Where practicable, those measures identified in the CNVMP shall be implemented prior to commencing major construction works or early during construction that generate noise in the vicinity. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CNV.4 | NoR 1 NoR 2 | <p>(a) Noise arising from construction activities shall be measured and assessed in accordance with NZS 6803:1999 <i>Acoustics - Construction Noise</i> and shall comply with the noise criteria set out in the following table:</p> <p>Table CNV1: Construction noise criteria</p> <table border="1" data-bbox="456 1093 1485 1839"> <thead> <tr> <th>Timeframe</th> <th>Time</th> <th>L_{Aeq(15min)}</th> <th>L_{AFmax}</th> </tr> </thead> <tbody> <tr> <td colspan="4">Residential buildings</td> </tr> <tr> <td rowspan="4">0630 Sunday to 0630 Friday</td> <td>0630h - 0730h</td> <td>60 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>65 dB</td> <td>80 dB</td> </tr> <tr> <td>2000h - 0630h</td> <td>60 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="3">0630 Friday to 0630 Saturday</td> <td>0630h - 0730h</td> <td>60 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>70 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="3">0630 Saturday to 0630 Sunday and <u>from midnight to midnight on Public Holidays</u></td> <td>0630h - 0730h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td>0730h - 1800h</td> <td>55 dB</td> <td>85 dB</td> </tr> <tr> <td>1800h - 2000h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td rowspan="2"></td> <td>2000h - 0630h</td> <td>45 dB</td> <td>75 dB</td> </tr> <tr> <td colspan="4">Commercial and industrial receivers</td> </tr> <tr> <td rowspan="2">All</td> <td>0730h – 1800h</td> <td>70dB</td> <td></td> </tr> <tr> <td>1800h – 0730h</td> <td>75 dB</td> <td></td> </tr> </tbody> </table> <p>(b) Where compliance with the noise criteria set out in Table CNV1 is not practicable, then the methodology in Condition CNV.6A shall apply.</p> | Timeframe | Time | L _{Aeq(15min)} | L _{AFmax} | Residential buildings | | | | 0630 Sunday to 0630 Friday | 0630h - 0730h | 60 dB | 75 dB | 0730h - 1800h | 70 dB | 85 dB | 1800h - 2000h | 65 dB | 80 dB | 2000h - 0630h | 60 dB | 75 dB | 0630 Friday to 0630 Saturday | 0630h - 0730h | 60 dB | 75 dB | 0730h - 1800h | 70 dB | 85 dB | 1800h - 2000h | 45 dB | 75 dB | 0630 Saturday to 0630 Sunday and <u>from midnight to midnight on Public Holidays</u> | 0630h - 0730h | 45 dB | 75 dB | 0730h - 1800h | 55 dB | 85 dB | 1800h - 2000h | 45 dB | 75 dB | | 2000h - 0630h | 45 dB | 75 dB | Commercial and industrial receivers | | | | All | 0730h – 1800h | 70dB | | 1800h – 0730h | 75 dB | |
| Timeframe | Time | L _{Aeq(15min)} | L _{AFmax} | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Residential buildings | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0630 Sunday to 0630 Friday | 0630h - 0730h | 60 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0730h - 1800h | 70 dB | 85 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1800h - 2000h | 65 dB | 80 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2000h - 0630h | 60 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0630 Friday to 0630 Saturday | 0630h - 0730h | 60 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0730h - 1800h | 70 dB | 85 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1800h - 2000h | 45 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 0630 Saturday to 0630 Sunday and <u>from midnight to midnight on Public Holidays</u> | 0630h - 0730h | 45 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 0730h - 1800h | 55 dB | 85 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1800h - 2000h | 45 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2000h - 0630h | 45 dB | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Commercial and industrial receivers | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| All | 0730h – 1800h | 70dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 1800h – 0730h | 75 dB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CNV.5 | NoR 1 NoR 2 | Construction vibration shall be measured in accordance with ISO 4866:2010 <i>Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures</i> , and shall, as | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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far as practicable, comply with the Category A construction vibration criteria in Table CNV2.

(a) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person must assess and manage construction vibration during those activities. This shall involve engagement with the affected receivers to:

- (i) discuss the nature of the work and the anticipated days and hours when the exceedance is likely to occur; and
- (ii) assess, where practicable, if the exceedance could be timed or managed to reduce the effects on the receiver.

(b) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities may only proceed subject to Condition CNV.7A.

Table CNV2 Construction Vibration Criteria for People and Buildings

| Receiver | Details | 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 |
| Free field | Blasting - airblast | 120dB _{Lzpeak} | - |
| Other occupied buildings | | | |
| Inside the building | Daytime 0630h - 2000h | 2mm/sPPV | 5mm/s PPV |
| All other buildings | | | |
| Building foundation | | 5mm/s PPV | Tables 1 and 3 of DIN4150-3:1999** |
| Free field | Airblast | - | 133dB _{Lzpeak} |

* For vibration, protected premises and facilities (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).

German Standard DIN 4150-3:1999 "Structural Vibration - Part 3: Effects of Vibration on Structures"

Table CNV3 Construction Vibration Criteria for buried pipework***

| Pipe material | Guideline values for velocity measured on the pipe, v _i , in mm/s |
|---|--|
| Steel (including welded pipes) | 100 |
| Clay, concrete, reinforced concrete, metal (with or without flange) | 80 |
| Masonry, plastic | 50 |

| Ref | Applies to: | |
|----------------------|------------------------|---|
| | | <p>*** Based on the German Standard DIN 4150-3:1999 "Structural Vibration - Part 3: Effects of Vibration on Structures".</p> |
| <p>CNV.6A</p> | <p>NoR 1 NoR 2</p> | <p>(a) A Site Specific Construction Noise Management Plan (SSCNMP) shall be prepared by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the SSCNMP, when construction noise is either predicted or measured to exceed the criteria in Condition CNV.4, except where the exceedance of the criteria in Condition CNV.4 is no greater than 5 decibels and does not exceed:</p> <ul style="list-style-type: none"> i) 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or ii) 2200-0700: 1 period of up to 2 consecutive nights in any 10 days. <p>(b) The objective of the SSCNMP is to set out the best practicable option for the management of noise effects of the construction activity. The SSCNMP shall as a minimum set out:</p> <ul style="list-style-type: none"> i) Construction activity location, start and finish dates; ii) The predicted noise level for the construction activity; iii) Noise limits to be applied for the duration of the activity; iv) The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include: <ul style="list-style-type: none"> a. managing times of activities to avoid night works and other sensitive times; b. liaising with neighbours so they can work around specific activities; c. selecting equipment and methodologies to restrict noise; d. using screening, enclosures or barriers; e. if appropriate and reasonable, offering neighbours temporary relocation; v) The proposed noise monitoring regime; vi) Document the consultation undertaken with owners and occupiers of sites subject to the SSCNMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2. <p>(c) The SSCNMP shall be submitted to the Manager for certification at least 5 working days, except in unforeseen circumstances, in advance of Construction Works which are covered by the scope of the SSCNMP.</p> <p>(d) Where changes are made to a certified SSCNMP, the Requiring Authority shall consult the owners and occupiers of sites subject to the SSCNMP prior to submitting the amended SSCNMP to the Manager for certification in accordance with Clause (c). The amended SSCNMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p> |
| <p>CNV.7A</p> | <p>NoR 1 NoR 2</p> | <p>(a) A Site Specific Construction Vibration Management Plan (SSCVMP) shall be prepared by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the SSCVMP, when construction vibration is either predicted or measured to exceed the Category B criteria at the receivers in Condition CNV.5.</p> |

| Ref | Applies to: | |
|---------------|-------------|--|
| | | <p>(b) The objective of the SSCVMP is to set out the Best Practicable Option for the management of construction vibration effects. The SSCVMP shall as a minimum set out:</p> <ul style="list-style-type: none"> i) Construction activity location, start and finish dates; ii) The predicted vibration level for the construction activity; iii) An assessment of each building and any pipe work to determine susceptibility to damage from vibration and define acceptable vibration limits that the works must comply with to avoid damage; iv) The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include: <ul style="list-style-type: none"> a. Phasing of vibration-generating activities; b. Avoiding impact pile driving and vibratory rollers where possible in vibration-sensitive areas; c. Liaising with neighbours so they can work around specific vibration-generating activities; d. Selecting equipment and methodologies to minimise vibration; v) The proposed vibration monitoring regime; vi) The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2; and vi). The pre-condition survey of buildings which document their current condition and any existing damage. <p>(c) The SSCVMP shall be submitted to the Council for certification at least 5 working days, except in unforeseen circumstances, in advance of Construction Works which are covered by the scope of the SSCVMP.</p> <p>(d) Where changes are made to a certified SSCVMP, the Requiring Authority shall consult the owners and occupiers of sites subject to the SSCVMP prior to submitting the amended SSCVMP to the Manager for certification in accordance with Clause (c). The amended SSCVMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p> |
| CNV.7B | NoR 1 | <p>(a) In addition to the matters in CNV.7A, a SSCVMP shall also be required in circumstances when construction vibration is predicted to adversely affect commercial activities located within 50m of Construction Works that are verified by a Suitably Qualified Person as being uniquely sensitive to construction vibration due to the nature of specialised equipment and/or the nature of the building materials (e.g. asbestos). At a minimum, a SSCVMP shall be prepared for:</p> <ul style="list-style-type: none"> (i) Stratex Group Limited site, 19 – 21 Sylvia Park Road; and (ii) Fonterra Tip Top site, 113 Carbine Road. With respect to this site, "activities" and "processes, machinery or equipment" in Condition CNV7.B(b) includes: <ul style="list-style-type: none"> • underground wet services (including stormwater drainage and wastewater); • earthenware pipes; |

| Ref | Applies to: | |
|---|----------------|--|
| | | <ul style="list-style-type: none"> • underground cabling (including 11kV and 400V power cables and associated switchboxes); • ducted services; and • other core underground infrastructure which the landowner has confirmed to the Requiring Authority, in writing, prior to Commencement of Construction. <p>(b) In addition to the requirements of CNV.7A, the SSCVMP shall include, with respect to those vibration sensitive commercial activities:</p> <ol style="list-style-type: none"> i) Informed by consultation with the owners and/or occupiers of sites, identification of the processes, machinery or equipment which are uniquely sensitive to construction vibration, and the reasons why; ii) An assessment of the sensitivity of the processes, machinery or equipment to construction vibration; iii) Construction vibration criteria for the vibration sensitive commercial activities; iv) A process for dealing with any disagreement which may arise, particularly in relation to the determination of the vibration limits; and v) Procedures and methods for monitoring compliance with the vibration criteria established under (iii) above. <p>(c) Where changes are made to a certified SSCVMP required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the SSCVMP prior to submitting the amended SSCVMP to the Manager for certification in accordance with Condition CNV.7A(c). The amended SSCVMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p> |
| CONSTRUCTION TRAFFIC (CT) | | |
| <i>Construction Traffic Management Plan</i> | | |
| CT.1 | NoR 1 NoR 2 | <p>A Construction Traffic Management Plan (CTMP) shall be prepared by a Suitably Qualified Person and in consultation with Auckland Transport.</p> <p>The purpose of the CTMP is to manage the various traffic management, safety and efficiency effects associated with Construction Works to:</p> <ol style="list-style-type: none"> (a) Protect public safety including the safe passage of and connectivity for pedestrians and cyclists, particularly for school students travelling to and from school; (b) Minimise increases to existing delay to road users, public transport services, pedestrians and cyclists; (c) Minimise interruption to property access; (d) Inform the public about any potential impacts on the road network; (e) Minimise disruptions on the arterial road network and rail network; and (f) Manage the effects on and/or any changes required to existing Over Dimension and Over Weight routes. |

| Ref | Applies to: | |
|--|----------------|--|
| CT.2 | NoR 1 NoR 2 | <p>The CTMP shall:</p> <ul style="list-style-type: none"> (a) Identify how Condition CT.1 will be achieved; (b) Be in general accordance with the Draft Construction Traffic Management Plan Framework listed in DC.1; (c) Where road capacity may be significantly affected by temporary traffic management, identify potential effects of the capacity reduction, and proposed measures to minimise delays. Traffic Impact Assessment (with possible inclusion of traffic modelling) may be required, particularly where the arterial network is affected; (d) Include measures to avoid road closures and restrictions on vehicle, bus, cycle and pedestrian movements; (e) Identify site access routes and access points for heavy vehicles; (f) Identify possible temporary changes to bus routes and bus stops, whether these can be safely accommodated on the relevant roads and the considerations to maintain service to key destinations and minimise of levels of service reduction; (g) Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and reduced conditions shall be taken into account in the planning of any closures or restrictions; (h) Confirm that a safe alternative shared cycle/pedestrian path connection between Onehunga Harbour Road and Old Māngere Bridge or the New Old Māngere Bridge (if constructed) is available at all times during the Construction Works; (i) Identify proposed measures to minimise the duration of closure of the existing shared path facility along the Māngere Inlet, and proposed measures to stage works and / or provide detours to minimise inconvenience. Detours shall be sign posted, and shall where practicable, minimise the increase in length relative to the existing facility, the increase in vertical ascent, and minimise the duration of the construction period. The alternate route shall have an appropriate surface maintained throughout its period of use; a; and (j) Include the process for rail closures, including how scheduled block-of-lines are to be utilised and the timing of any closures to avoid or minimise level of service reduction to passenger rail services at peak commuter times and rail freight services; and (k) Identify any changes required to Over Dimension and Over Weight routes and how impacts on these routes, including alternate diversion routes, will be managed during construction so as to minimise the impact of any changes (both temporary and permanent) on Over Dimension and Overweight vehicles. |
| CT.3 | NoR 1 NoR 2 | <p>At least 40 working days prior to commencement of Construction Works the Requiring Authority shall provide a draft of the CTMP to Auckland Transport for comment.</p> <p>The CTMP shall summarise the input and comments from Auckland Transport, describe how this has been incorporated and, where any input has not been incorporated, set out the reason why.</p> <p>Any amendments to the CTMP shall be prepared in consultation with Auckland Transport prior to submission in accordance with Condition DC.10.</p> |
| <i>Site/Activity Specific Traffic Management Plans</i> | | |
| CT.4 | NoR 1 NoR 2 | <ul style="list-style-type: none"> (a) Site/activity specific Traffic Management Plans (TMPs) shall be prepared where any Project construction activity varies the normal traffic conditions of any public road. |

| Ref | Applies to: |
|-----|---|
| | <p>(b) The TMP shall be reviewed by an engineer with a minimum of a current Level 2/3 Site Traffic Management Supervisor Non-Practicing qualification. Any comments and inputs received from the reviewer shall be clearly documented.</p> <p>(c) The Requiring Authority shall provide the TMP to the relevant Road Controlling Authority for approval.</p> <p>(d) The purpose of the TMP is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the TMP. The TMP shall describe the measures that will be taken to manage the traffic effects associated with Construction Works within the area covered by the TMP.</p> <p>(e) In particular the TMP shall describe:</p> <ul style="list-style-type: none"> (i) Temporary traffic management measures required to manage impacts on road users during proposed working hours; (ii) Temporary effects on on-street parking and proposed measures to minimise those effects; (iii) Delay calculations associated with the proposed closure/s and detour routes; (iv) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues; (v) Individual traffic management plans for intersections of the Project with arterial roads; (vi) Measures to maintain, subject to health and safety requirements, existing vehicular access to adjacent properties and businesses to accommodate the types of vehicles normally accessing the site during normal working hours for that site unless alternative access arrangements are agreed; (vii) Measures to maintain 24 hour per day access for road legal vehicles from Onehunga Harbour Road to Onehunga Wharf for existing businesses and for emergency vehicles. If any particular access point cannot be maintained or reconfigured, appropriate alternative arrangements for continued access to the wharf are to be made where practicable. Short term closures of access to the wharf may occur only after prior consultation with existing business operators regarding the timing and duration of the proposed closure. Unless otherwise agreed with existing business owners, no closure of access to the wharf shall exceed a duration of 4 hours within any 24 hour period; (viii) Measures to minimise the temporary effects of Construction Works on on-site parking on directly affected properties and opportunities to provide alternative temporary parking where practicable to do so; (ix) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the Construction Works. Where detours are necessary to provide such access the Requiring Authority shall provide, as far as practicable, the shortest and most convenient detours; (x) Consideration of over dimension and overweight routes including any feedback received from established organisations representing the freight industry; (xi) Any proposed temporary changes in speed limit; (xii) Provision for safe and efficient access of construction vehicles to and from construction site(s); |

| Ref | Applies to: | |
|--|----------------|---|
| | | <p>(xiii) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users, cyclists and pedestrian and other stakeholders;</p> <p>(xiv) The measures that will be undertaken by the Requiring Authority (e.g. instructions to contractors) to restrict Project-related heavy vehicles using residential streets and the section of Onehunga Mall north of Neilson Street; and</p> <p>(xv) The consultation undertaken with CLGs, business forums and affected properties owners/occupiers in relation to proposed temporary traffic management and measures that will be undertaken to address issues raised.</p> <p>(f) Where changes are made to an approved TMP, the Requiring Authority shall consult the parties in Clause (e)(xv), prior to submitting the amended TMP to the Road Controlling Authority for approval. The amended TMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.</p> |
| CT.4A | NoR 2 | Any contractors carrying out works on, beneath, or in close proximity to, the existing tanker truck turning circle at the western edge of Fonterra's Tip Top Site at 113 Carbine Road, shall adopt and implement construction techniques that do not impact on the use of that turning circle, unless otherwise agreed with the landowner. |
| <i>Construction traffic - general requirements</i> | | |
| CT.5 | NoR 1 NoR 2 | The CTMP and TMP(s) shall be consistent with the version of the NZ Transport Agency <i>Code of Practice for Temporary Traffic Management</i> or the Auckland Transport <i>Auckland Transport Code of Practice</i> (which applies at the time the CTMP or the relevant TMP is prepared). |
| CT.6 | NoR 1 NoR 2 | <p>The site/activity specific TMP(s) shall be prepared following consultation with the following key stakeholders (as relevant):</p> <p>(a) Auckland Transport (where local roads and paths will be affected);</p> <p>(b) National Road Carriers Incorporated and NZ Heavy Haulage Association;</p> <p>(c) Public transport providers (where public transport services will be affected);</p> <p>(d) Emergency services (police, fire and ambulance); and</p> <p>(e) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place; and</p> <p>(f) Directly affected property and business owners and operators, including (for the relevant works) the Onehunga Business Association and the residents of Onehunga Mall Cul-de-Sac.</p> |
| CT.7 | NoR 1 NoR 2 | The Requiring Authority shall implement each TMP for the duration of the Construction Works to which the particular TMP applies. |
| CT.9 | NoR 1 NoR 2 | Any damage to a local road or arterial road which is verified by a Suitably Qualified Person as being directly attributable to heavy vehicles entering or exiting construction sites shall be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken by the Requiring Authority in accordance with the <i>Auckland Transport Code of Practice</i> . |
| | NoR 1 | Advice Note: |

| Ref | Applies to: | |
|-----------------------------------|-------------|--|
| | NoR 2 | <i>In addition to the RMA processes, there are other additional processes applying to any work or activity that affects the normal operation of a local road, footpath or berm. For such activities, a Corridor Access Request must be submitted to the Road Controlling Authority under the National Code of Practice for Utility Operators' Access to Transport Corridor to ensure that all work is done safely and complies with national regulations.</i> |
| SOUTHDOWN SITE (SD) | | |
| <i>Risk Assessment and Design</i> | | |
| SD.1A | NoR 1 | <ul style="list-style-type: none"> (a) Within one month of the date on which this designation is included in the AUP, the Requiring Authority shall appoint a Suitably Qualified Person or Persons independent of NZTA to undertake a full risk assessment and to produce a Risk Assessment Report (RAR) in accordance with (b) – (h) below. (b) The terms of reference of the RAR shall be prepared by the Requiring Authority in accordance with these conditions. The owners of electricity and gas assets, including Mercury, shall be offered the opportunity to comment on the terms of reference. (c) The purpose of the RAR is to: <ul style="list-style-type: none"> (i) identify and assess relevant hazard scenarios and health and safety risks arising from the construction, maintenance and/or operation of the EWL on or in proximity to the Southdown Site, with the Southdown Site including an operating Southdown Power Station and operating gas assets, including: <ul style="list-style-type: none"> a. hazards from the EWL that may pose health and safety risks to workers on and visitors to the Southdown Site; and b. hazards from the operation of a 135MW gas fired power station (and associated activities) on the Southdown Site that may pose health and safety risks to the users of the EWL; (ii) recommend any Control Measures required to be implemented within the designation to manage any identified health and safety risks to an Acceptable or Tolerable Risk Level; (iii) identify any health and safety risk that cannot be managed to an Acceptable or Tolerable Risk Level by implementation of Control Measures within the designation; (iv) identify any health and safety risk that cannot be managed to an Acceptable or Tolerable Risk Level by the implementation of any Control Measures (Unacceptable Risk). (d) The RAR shall have regard to the <i>Risk Assessment for the Mercury Southdown Site Report</i> dated July 2017 prepared by GHD; (e) In respect of each hazard scenario identified, the RAR shall: <ul style="list-style-type: none"> (i) Assess the risk level as Acceptable, Tolerable or Unacceptable; (ii) Identify, assess and recommend any Control Measures within the designation required to reduce any Unacceptable Risk to Acceptable or Tolerable levels, or to ensure that all reasonably practicable steps will be taken in relation to any Tolerable Risk; (iii) Identify, following implementation of the Control Measures in (ii) above, whether any additional Control Measures are required to be implemented on the Southdown Site outside the designation; |

| Ref | Applies to: | |
|-------|-------------|--|
| | | <p>(iv) Identify, following consultation with the Requiring Authority the Control Measures that could be deferred and implemented within a four month period in the event that Mercury gives formal notification to the Requiring Authority of its intent to recommence gas fired electricity generation at the Southdown Site using generators GE 101, GE 102 or GE 105.</p> <p>(f) For the purpose of identifying and assessing potential Control Measures, the Suitably Qualified Person undertaking the RAR may consult the owners of electricity and gas assets on the Southdown Site and may commission specialist advice on the operation of such assets if the asset owners decline the opportunity to consult;</p> <p>(g) The RAR shall be provided in draft to the owners of electricity and gas assets on the Southdown Site with an opportunity to provide comment on the draft within 30 working days (unless otherwise agreed);</p> <p>(h) Following the comment period, the RAR shall be finalised and provided as part of the Outline Plan prepared under section 176A of the RMA. Any comments and inputs received from the asset owners shall be summarised within the Outline Plan, setting out how this input has been incorporated into the design, and where any input has not been incorporated, the reasons why.</p> |
| SD.1B | NoR 1 | <p>(a) With regard to Condition SD.1A (e)(ii) above, the Control Measures to be implemented within the designation shall be set out in the Outline Plan in accordance with Condition SD.2. For the avoidance of doubt, these Control Measures shall include the items listed in Condition SD.2(a).</p> <p>(b) If Condition SD.1A(e)(iii) applies, as part of the Outline Plan, the Requiring Authority shall confirm that Mercury agrees to the implementation of the Control Measures.</p> <p>(c) If Condition SD.1A(e)(iv) applies, as part of the Outline Plan, the Requiring Authority shall confirm that Mercury agrees that the Control Measures may be deferred.</p> |
| SD.1C | NoR 1 | <p>In the event that:</p> <p>(a) Mercury does not agree to the implementation of any Control Measures on the Southdown Site outside the designation; or</p> <p>(b) The RAR identifies any Unacceptable Risk that cannot be addressed through the implementation of Control Measures then</p> <p>Construction of the EWL viaduct west of Hugo Johnston Drive and the Great South Road intersection (between approximately Chainage 4200 and 5075) shall not commence until the Requiring Authority adjusts the alignment of the EWL to ensure that the health and safety risks associated with construction and co-location of the EWL on the Southdown Site do not require the implementation of Control Measures outside the designation to achieve an Acceptable or Tolerable Risk Level.</p> |
| | NoR 1 | <p>Advice Note:</p> <p><i>If the alignment cannot be adjusted to achieve an Acceptable or Tolerable Risk Level/ the risk criteria determined by the Suitably Qualified Person(s) appointed under condition SD.1A, then the Requiring Authority would have the option of:</i></p> <ul style="list-style-type: none"> • <i>seeking amendments to the designation (and any other necessary RMA authorisations) to enable it to decommission the Southdown Power Station;</i> <p><i>and if it was successful in obtaining those authorisations, could:</i></p> |

| Ref | Applies to: | |
|--------------------------------|-------------|--|
| | | <ul style="list-style-type: none"> • seek to compulsorily acquire the land required to decommission the Southdown Power Station. |
| <i>Design and Outline Plan</i> | | |
| SD.2A | NoR 1 | <p>The design shall ensure that:</p> <ul style="list-style-type: none"> (a) The Transpower Control Building and Relay Room is retained in its current location and that management of construction works will appropriately provide for the ongoing operation of activities in this building; (b) The EWL viaduct is located so that the northern edge of the structure is no further north than the road alignment shown on the drawings listed in Condition DC.1 and referred to in Condition DC.4, unless otherwise agreed between the Requiring Authority, Mercury and Transpower; and (c) The EWL viaduct is designed and constructed to provide an over dimensional route of a minimum of 5.7 metres clearance. This shall be provided either as shown on drawings SK-PI-008-201 (Rev C) and Z5A-SK-80-202(Rev C) (both located in Appendix 1 of these conditions) or another alternative agreed by Mercury. (d) The EWL Viaduct is designed and constructed to provide internal circulation routes to onsite plant at the Southdown Site and maintain pedestrian access. (e) Three permanent entrances to the Southdown Site (as required under condition SD.2(e)(i)) are provided to an appropriate standard for all vehicles that use the Southdown Site. |
| SD.2 | NoR 1 | <p>An Outline Plan shall be prepared under section 176A of the RMA for the designated land within the Southdown Site. The Outline Plan shall include:</p> <ul style="list-style-type: none"> (a) Design details for the following Control Measures, unless identified as not being required by the RAR prepared under Condition SD.1A above or otherwise agreed between the Requiring Authority and Mercury: <ul style="list-style-type: none"> (i) The EWL viaduct incorporating a TL5 road barrier (or equivalent) of at least 1.1m to provide crash protection; (ii) The EWL viaduct providing a minimum separation distance of 7m between any new structure associated with EWL to existing Gas Engine Turbine 105 (GE 105); (iii) A concrete noise barrier with a minimum height of 2.5m above the height of the adjoining EWL carriageway located between approximately Chainage 4550-4450 and 4700. The purpose of the barrier is to manage potential effects on road users arising from noise generating activities at the Southdown Site and will also act as a debris screen; (iv) A shared path located on the southern side of the EWL viaduct ; (v) Any additional Control Measures recommended by the RAR under Condition SD.1 that need to be incorporated into the design of the EWL. (aa) Details of the following: <ul style="list-style-type: none"> (i) The EWL viaduct location in accordance with Condition SD.2A(b); and (ii) The EWL viaduct vertical clearance in accordance with Condition SD.2A(c). |

| Ref | Applies to: | |
|-------------|-------------|--|
| | | <ul style="list-style-type: none"> (b) Confirmation from the Suitably Qualified Person, who undertook the RAR under Condition SD.1A that the design details in (a) above are appropriate controls in accordance with the outcomes and recommendations of the RAR; (c) Confirmation of approval from First Gas Limited for the relocation of its assets, being the existing gas pigging station (metering station) on the East Tamaki to Taupaki Gas Pipeline and the natural gas supply for the power station on the Southdown Site. This shall include details of the commissioning of any new gas facilities to provide an uninterrupted supply of gas to the Southdown Site unless otherwise agreed with First Gas Limited and Mercury. The relocation of the gas facilities shall occur prior to the Commencement of Construction on the Southdown Site associated with the Project; (d) Confirmation that the Transpower Control Building and Relay Room will be retained in its current location and that management of construction works will appropriately provide for the ongoing operation of activities in this building; (dd) A record of the offer made to Mercury prior to the Commencement of Construction and the response received from Mercury for removal of the existing wet surface air cooler and the design and construction of a new cooling system at the Southdown Site, and details of the associated works; (e) Final details of the following, unless otherwise agreed between the Requiring Authority, Mercury, Transpower, KiwiRail and First Gas Limited: <ul style="list-style-type: none"> (i) Three permanent site access points for the Southdown Site as shown on Drawing SK-PI-008-201 (Rev C) (located in Appendix 1 of these conditions); (ii) Any changes to the earthgrids on the Southdown Site; (iii) The relocated storeroom on the Southdown Site; (iii) Landscape planting and treatment of batters and reinstatement of existing planting on the Southdown Site; (iv) Permanent fencing for the Southdown Site. (f) Where any of the items listed in Condition SD.2(e) are located outside of the designation, the details shall be included in the Outline Plan for information purposes only to demonstrate to the Manager how the required outcomes have been achieved. Where the relevant asset owner has declined to consult under Condition SD.1A(f), the Outline Plan shall record the details of the Requiring Authority's efforts to consult; and (g) The Requiring Authority to ensure that the municipal water, external and internal stormwater, and sewer connections are all maintained at all times at the Southdown Site, unless Mercury agrees to an alternative. |
| SD.3 | NoR 1 | The design details set out in Condition SD.2(c) and (d) shall be developed in consultation with the relevant asset owner. Any comments and inputs received from the asset owner shall be summarised within the Outline Plan, setting out how this input been incorporated into the design, and where any input has not been incorporated, the reasons why. |
| SD.4 | NoR 1 | The Requiring Authority shall implement the Control Measures and other works set out in Condition SD.1A and SD.2 as part of the Construction Works. |
| SD.5 | NoR 1 | The Requiring Authority shall work with Mercury, Transpower, KiwiRail and Auckland Transport to confirm the design and construction methodology for Construction Works on and around the Southdown Rail Supply Substation. |

| Ref | Applies to: | |
|---|-------------|--|
| | | Construction Works that would compromise the ongoing operation of the transformer and other assets located within the Southdown Rail Supply Substation shall not occur until such time as measures are in place as agreed with those parties to mitigate any potential risks to the rail network and ensure continuity of electricity supply. |
| <i>Southdown Construction Management Plan</i> | | |
| SD.6 | NoR 1 | <p>(a) A Southdown Construction Management Plan (Southdown CMP) shall be prepared for the Southdown Site in accordance with Condition NU.3. For the purposes of preparing the Southdown CMP, any reference to Network Utility in Condition NU.3 shall be interpreted as a reference to both network utilities and other infrastructure at the Southdown Site.</p> <p>(b) The Southdown CMP shall be prepared in consultation with Mercury, Transpower, KiwiRail and First Gas Limited.</p> <p>(c) The Southdown CMP shall include procedures, methods and measures to manage effects of Construction Works on the Southdown Site.</p> <p>(d) In addition to the matters listed in Condition NU.3, NU.5 and NU.7 the Southdown Site CMP shall also include details of the following:</p> <ul style="list-style-type: none"> (i) Dust controls and contingency measures under Condition AQ.2 of the resource consents granted for the Project, so that Construction Works do not interfere with ongoing use of the solar panels and batteries associated with the Solar Research and Development Centre and high voltage transmission assets (e.g regular inspection and provision for cleaning of solar panels); (ii) Specific site security, authorisations and health and safety procedures required for access to the Southdown Site during construction; and (iii) Identification of any equipment, buildings or other structures on the Southdown Site that are vibration sensitive and will require a Site Specific Vibration Management Plan under Condition CVN.7A. (iv) Provision for over-dimension and over-weight vehicles to have access to the Southdown Site during construction of the EWL. <p>(e) The Southdown CMP shall be provided to the Manager in accordance with Condition NU.4.</p> |
| | NoR 1 | <p>Advice Notes:</p> <p><i>For the avoidance of doubt, construction related activities occurring on or adjacent to the Southdown Site shall also be undertaken in accordance with relevant designation conditions including:</i></p> <ul style="list-style-type: none"> • <i>General conditions (DC);</i> • <i>Communication and Social (CS);</i> • <i>Mana Whenua Collaboration (MW) ;</i> • <i>Historic Heritage (HH);</i> • <i>Landscape and Visual (LV) ;</i> • <i>Construction Noise and Vibration (CNV); and</i> • <i>Construction Traffic (CT).</i> <p><i>For the avoidance of doubt, construction related activities occurring on or adjacent to the Southdown Site shall also be undertaken in accordance with the following relevant resource consent conditions:</i></p> <ul style="list-style-type: none"> • <i>General resource consent conditions RC.1 – RC.15 (excluding RC.8);</i> |

| Ref | Applies to: | |
|-------------------------------|-------------|--|
| | | <ul style="list-style-type: none"> • <i>Dust management – Conditions AQ.1 – AQ.4;</i> • <i>Earthworks and land disturbance – Conditions E.1 – E.14;</i> • <i>Works in contaminated land – Conditions CL.1 – CL.8; and</i> • <i>Stormwater and impervious surfaces – Conditions SW.1 - SW.17.</i> |
| SD.7 | | <p>The Requiring Authority shall not commence Construction Works on the Southdown Site until:</p> <p>(a) The requirements of Conditions SD.1A, SD.1B and SD.1C, SD.2, andSD.3 <u>and SD.4</u> have been achieved;</p> <p>(b) Any variations to existing resource consents for the Southdown site, which are required as a direct result of the location of the EWL on the site, have been granted. The existing resource consents to which this condition applies are those which exist in August 2017, being R/LUC/1994/560763, LUC57030408001, Air discharge consent 39725 and the consent to divert and discharge stormwater 28244; and</p> <p>(c) Any new statutory approvals required to implement the Control Measures in Condition SD.1A or as a direct result of the Construction Works on the Southdown Site, have been granted.</p> |
| SD.8 | NoR 1 | <p>The Requiring Authority shall not require the owners of electricity and gas assets within the Southdown Site to seek written consent under section 176 of the RMA for on-going access to enable work associated with the routine maintenance of assets at the Southdown Site. To the extent that written approval is required, this condition shall constitute written approval.</p> |
| PROPERTY SPECIFIC (PS) | | |
| PS.1 | NoR1 | <p>The Requiring Authority will, pursuant to the Public Works Act 1981 (PWA), enter into good faith negotiations with the owner of Ward (Ward and Interests) regarding reconfiguration of Ward's site at 13-17A Miami Parade, at the cost of the Requiring Authority, to reduce the impact on Ward's operations resulting from the 715m² permanent and 99m² temporary land requirement</p> |
| PS.2 | NoR1 | <p>NZTA shall use its best endeavours to legally formalise vehicular access, including for heavy vehicles, between 8 Sylvia Park Road and Pacific Rise, prior to the date on which right turns into and out of 8 Sylvia Park Road frontage are no longer possible.</p> |

Appendix 1: LIST OF DRAWINGS REFERRED TO IN THE DESIGNATION CONDITIONS¹

¹ Reproduced from NZTA Memorandum dated 12 December 2017.

PART A: DRAWINGS REFERRED TO IN CONDITION DC.1

| Title | Drawing Number | Date | Revision Number |
|---|----------------|------------|-----------------|
| NOTICE OF REQUIREMENT 1 - DESIGNATION PLANS | | | |
| NOR1 - PROPOSED DESIGNATION OVERVIEW | AEE-NOR-100 | 08/09/2017 | 2 |
| NOR1 – NEILSON STREET INTERCHANGE – SHEET 1 | AEE-NOR-101 | 08/09/2017 | 2 |
| NOR1 – NEILSON STREET INTERCHANGE – SHEET 2 | AEE-NOR-102 | 08/09/2017 | 2 |
| NOR1 – NEILSON STREET INTERCHANGE LOCAL ROADS – SHEET 3 | AEE-NOR-103 | 08/09/2017 | 2 |
| NOR1 – EAST WEST LINK/GALWAY STREET – SHEET 4 | AEE-NOR-104 | 08/09/2017 | 2 |
| NOR1 – EMBANKMENT – SHEET 5 | AEE-NOR-105 | 08/09/2017 | 2 |
| NOR1 – ALFRED STREET – SHEET 6 | AEE-NOR-106 | 08/09/2017 | 2 |
| NOR1 – CAPTAIN SPRINGS ROAD – SHEET 7 | AEE-NOR-107 | 08/09/2017 | 2 |
| NOR1 – EMBANKMENT – SHEET 8 | AEE-NOR-108 | 08/09/2017 | 2 |
| NOR1 – PORTS LINK – SHEET 9 | AEE-NOR-109 | 08/09/2017 | 2 |
| NOR1 – EMBANKMENT/ANNS CREEK – SHEET 10 | AEE-NOR-110 | 08/09/2017 | 2 |
| NOR1 – ANNS CREEK – SHEET 11 | AEE-NOR-111 | 08/09/2017 | 2 |
| NOR1 – ANNS CREEK/SYLVIA PARK ROAD – SHEET 12 | AEE-NOR-112 | 08/09/2017 | 2 |
| NOR1 – ANNS CREEK/SYLVIA PARK ROAD – SHEET 13 | AEE-NOR-113 | 08/09/2017 | 2 |
| NOR1 – SH1/SYLVIA PARK RAMPS – SHEET 14 | AEE-NOR-114 | 08/09/2017 | 2 |
| NOTICE OF REQUIREMENT 2 - DESIGNATION PLANS | | | |
| NOR2 - PROPOSED DESIGNATION ALTERATION OVERVIEW | AEE-NOR-200 | 08/09/2017 | 2 |
| NOR2 – SH1/SYLVIA PARK RAMPS – SHEET 1 | AEE-NOR-201 | 08/09/2017 | 2 |
| NOR2 – SH1/PANAMA ROAD – SHEET 2 | AEE-NOR-202 | 08/09/2017 | 2 |
| NOR2 – SH1/OTAHUHU CREEK – SHEET 3 | AEE-NOR-203 | 08/09/2017 | 2 |
| NOR2 – PRINCES ST INTERCHANGE – SHEET 4 | AEE-NOR-204 | 08/09/2017 | 2 |
| PLAN SET 3 - ROAD ALIGNMENT | | | |
| ROAD ALIGNMENT – EAST WEST LINK – DRAWING INDEX, NOTES AND LEGEND | AEE-AL-001 | 13/09/2017 | 4 |
| ROAD ALIGNMENT - EAST WEST LINK - OVERVIEW PLAN | AEE-AL-100 | 13/09/2017 | 4 |

| Title | Drawing Number | Date | Revision Number |
|---|-----------------------|-------------|------------------------|
| ROAD ALIGNMENT - SH20/NEILSON STREET INTERCHANGE - SHEET 1 | AEE-AL-101 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - SHEET 2 | AEE-AL-102 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - GALWAY STREET - SHEET 3 | AEE-AL-103 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - EMBANKMENT - SHEET 4 | AEE-AL-104 | 13/09/2017 | 4 |
| ROAD ALIGNMENT - EMBANKMENT - SHEET 5 | AEE-AL-105 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - EMBANKMENT/ANNS CREEK - SHEET 6 | AEE-AL-106 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - ANNS CREEK - SHEET 7 | AEE-AL-107 | 13/09/2017 | 4 |
| ROAD ALIGNMENT - ANNS CREEK/SYLVIA PARK ROAD - SHEET 8 | AEE-AL-108 | 13/09/2017 | 4 |
| ROAD ALIGNMENT - SH1/SYLVIA PARK RAMPS - SHEET 9 | AEE-AL-109 | 13/09/2017 | 4 |
| ROAD ALIGNMENT - SH1/SYLVIA PARK RAMPS - SHEET 10 | AEE-AL-110 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - SH1/PANAMA ROAD - SHEET 11 | AEE-AL-111 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - SH1/OTAHUHU CREEK - SHEET 12 | AEE-AL-112 | 27/06/2017 | 2 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - SHEET 13 | AEE-AL-113 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - LOCAL ROADS - SHEET 14A AND 14B | AEE-AL-114 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - CAPTAIN SPRINGS ROAD/ PORTS LINK - SHEET 15A AND 15B | AEE-AL-115 | 13/09/2017 | 3 |
| ROAD ALIGNMENT - EMBANKMENT - SHEET 16 | AEE-AL-116 | 27/06/2017 | 2 |
| PLAN SET 4 - LANDSCAPE | | | |
| LANDSCAPE - EAST WEST LINK - DRAWING INDEX AND LEGEND | AEE-LA-001 | 22/09/2017 | 3 |
| LANDSCAPE - EAST WEST LINK - OVERVIEW PLAN AND LEGEND | AEE-LA-100 | 22/09/2017 | 3 |
| LANDSCAPE - SH20/NEILSON STREET INTERCHANGE - SHEET 1 | AEE-LA-101 | 22/09/2017 | 2 |
| LANDSCAPE - NEILSON STREET INTERCHANGE - SHEET 2 | AEE-LA-102 | 22/09/2017 | 2 |
| LANDSCAPE - EAST WEST LINK / GALWAY STREET - SHEET 3 | AEE-LA-103 | 22/09/2017 | 2 |

| Title | Drawing Number | Date | Revision Number |
|--|-----------------------|-------------|------------------------|
| LANDSCAPE - EMBANKMENT - SHEET 4 | AEE-LA-104 | 22/09/2017 | 2 |
| LANDSCAPE - EMBANKMENT - SHEET 5 | AEE-LA-105 | 22/09/2017 | 2 |
| LANDSCAPE - EMBANKMENT/ANNS CREEK - SHEET 6 | AEE-LA-106 | 22/09/2017 | 2 |
| LANDSCAPE - ANNS CREEK - SHEET 7 | AEE-LA-107 | 22/09/2017 | 2 |
| LANDSCAPE - ANNS CREEK/SYLVA PARK ROAD - SHEET 8 | AEE-LA-108 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/SYLVA PARK RAMPS - SHEET 9 | AEE-LA-109 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/SYLVA PARK RAMPS - SHEET 10 | AEE-LA-110 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/PANAMA ROAD - SHEET 11 | AEE-LA-111 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/OTAHUHU CREEK - SHEET 12 | AEE-LA-112 | 22/09/2017 | 2 |
| LANDSCAPE - PRINCES STREET INTERCHANGE - SHEET 13 | AEE-LA-113 | 22/09/2017 | 2 |
| LANDSCAPE - NEILSON STREET INTERCHANGE - LOCAL ROADS - SHEET 14A AND 14B | AEE-LA-114 | 22/09/2017 | 2 |
| LANDSCAPE - CAPTAIN SPRINGS ROAD/ PORTS LINK - SHEET 15A AND 15B | AEE-LA-115 | 22/09/2017 | 2 |
| LANDSCAPE - EMBANKMENT - SHEET 16 | AEE-LA-116 | 22/09/2017 | 2 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 1 | AEE-LA-201 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 2 | AEE-LA-202 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 3 | AEE-LA-203 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 4 | AEE-LA-204 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 5 | AEE-LA-205 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 6 | AEE-LA-206 | 27/06/2017 | 2 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 7 | AEE-LA-207 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 8 | AEE-LA-208 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 9 | AEE-LA-209 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 10 | AEE-LA-210 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 11 | AEE-LA-211 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 1 | AEE-LA-301 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 2 | AEE-LA-302 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 3 | AEE-LA-303 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 4 | AEE-LA-304 | 27/06/2017 | 1 |

| Title | Drawing Number | Date | Revision Number |
|---|-----------------------|-------------|------------------------|
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 5 | AEE-LA-305 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 6 | AEE-LA-306 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 7 | AEE-LA-307 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 8 | AEE-LA-308 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 9 | AEE-LA-309 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 10 | AEE-LA-310 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 11 | AEE-LA-311 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 12 | AEE-LA-312 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 1 | AEE-LA-401 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 2 | AEE-LA-402 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 3 | AEE-LA-403 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 4 | AEE-LA-404 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 5 | AEE-LA-405 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 6 | AEE-LA-406 | 27/06/2017 | 1 |
| LANDSCAPE - PLANTING PALETTE - SHEET 7 | AEE-LA-407 | 27/06/2017 | 1 |
| PLAN SET 6 - PLAN AND LONG SECTION | | | |
| ROAD ALIGNMENT - EAST WEST LINK - PLAN AND LONG SECTION - DRAWING INDEX | AEE-C-001 | 22/09/2017 | 3 |
| ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 1 | AEE-C-201 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 2 | AEE-C-202 | 13/09/2017 | 2 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 3 | AEE-C-203 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 4 | AEE-C-204 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 5 | AEE-C-205 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 6 | AEE-C-206 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 7 | AEE-C-207 | 27/06/2017 | 1 |

| Title | Drawing Number | Date | Revision Number |
|---|-----------------------|-------------|------------------------|
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 8 | AEE-C-208 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 9 | AEE-C-209 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 10 | AEE-C-210 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 11 | AEE-C-211 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 12 | AEE-C-212 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 13 | AEE-C-213 | 27/06/2017 | 1 |
| ROAD ALIGNMENT- PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 14 | AEE-C-214 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - CAPTAIN SPRINGS - PLAN AND LONG SECTION - MCP0 - SHEET 1 | AEE-C-231 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - CAPTAIN SPRINGS - PLAN AND LONG SECTION - MCP0 - SHEET 2 | AEE-C-232 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PORTS LINK - PLAN AND LONG SECTION - MCR0 - SHEET 1 | AEE-C-233 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PORTS LINK - PLAN AND LONG SECTION - MCR0 - SHEET 2 | AEE-C-234 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - SYLVIA PARK NB OFF RAMP - PLAN AND LONG SECTION - MC00 - SHEET 1 | AEE-C-241 | 27/06/2017 | 2 |
| ROAD ALIGNMENT - SYLVIA PARK NB OFF RAMP - PLAN AND LONG SECTION - MC00 - SHEET 2 | AEE-C-242 | 27/06/2017 | 2 |
| ROAD ALIGNMENT - SYLVIA PARK NB OFF RAMP - PLAN AND LONG SECTION - MC00 - SHEET 3 | AEE-C-243 | 27/06/2017 | 2 |
| ROAD ALIGNMENT - MT WELLINGTON OFF RAMP - PLAN AND LONG SECTION - MCK0 - SHEET 1 | AEE-C-245 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - MT WELLINGTON OFF RAMP - PLAN AND LONG SECTION - MCK0 - SHEET 2 | AEE-C-246 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - MT WELLINGTON OFF RAMP - PLAN AND LONG SECTION - MCK0 - SHEET 3 | AEE-C-247 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - | AEE-C-251 | 27/06/2017 | 1 |

| Title | Drawing Number | Date | Revision Number |
|--|-----------------------|-------------|------------------------|
| PLAN AND LONG SECTION - MC40 | | | |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MC50 - SHEET 1 | AEE-C-252 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MC50 - SHEET 2 | AEE-C-253 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCA0 | AEE-C-254 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCB0 | AEE-C-255 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCE0 | AEE-C-256 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCF0 | AEE-C-257 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCA0 | AEE-C-261 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCB0 - SHEET 1 | AEE-C-262 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCB0 - SHEET 2 | AEE-C-263 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCC0 | AEE-C-264 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCD0 - SHEET 1 | AEE-C-266 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCD0 - SHEET 2 | AEE-C-267 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCE0 - SHEET 1 | AEE-C-268 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCE0 - SHEET 2 | AEE-C-269 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCH0 - SHEET 1 | AEE-C-270 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCH0 - SHEET 2 | AEE-C-271 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - GALWAY LINK - PLAN AND LONG SECTION - MCJ0 | AEE-C-272 | 27/06/2017 | 1 |

| Title | Drawing Number | Date | Revision Number |
|--|-----------------------|-------------|------------------------|
| ROAD ALIGNMENT - ONEHUNGA MALL - PLAN AND LONG SECTION - MC30 - SHEET 1 | AEE-C-277 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - ONEHUNGA HARBOUR ROAD - PLAN AND LONG SECTION - MC30 - SHEET 2 | AEE-C-278 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - ONEHUNGA HARBOUR ROAD - PLAN AND LONG SECTION - MC30 - SHEET 3 | AEE-C-279 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - ORPHEUS DRIVE - PLAN AND LONG SECTION - MC50 - SHEET 1 | AEE-C-280 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - ORPHEUS DRIVE - PLAN AND LONG SECTION - MC50 - SHEET 2 | AEE-C-281 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - ORPHEUS DRIVE - PLAN AND LONG SECTION - MC50 - SHEET 3 | AEE-C-282 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD EB CONNECTION - PLAN AND LONG SECTION - MC30 SHEET 1 | AEE-C-285 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD EB CONNECTION - PLAN AND LONG SECTION - MC30 SHEET 2 | AEE-C-286 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD WB CONNECTION - PLAN AND LONG SECTION - MC40 SHEET 1 | AEE-C-287 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD WB CONNECTION - PLAN AND LONG SECTION - MC40 SHEET 2 | AEE-C-288 | 27/06/2017 | 1 |
| PLAN SET 7 - TYPICAL CROSS SECTION | | | |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - DRAWING INDEX | AEE-C-002 | 27/06/2017 | 2 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SECTION MARKER | AEE-C-300 | 27/06/2017 | 2 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 1 | AEE-C-301 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 2 | AEE-C-302 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 3 | AEE-C-303 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 4 | AEE-C-304 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 5 | AEE-C-305 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 6 | AEE-C-306 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 7 | AEE-C-307 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 8 | AEE-C-308 | 27/06/2017 | 1 |

| Title | Drawing Number | Date | Revision Number |
|---|-----------------------|-------------|------------------------|
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 9 | AEE-C-309 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 10 | AEE-C-310 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 11 | AEE-C-311 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 12 | AEE-C-312 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 13 | AEE-C-313 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 14 | AEE-C-314 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - CAPTAIN SPRINGS ROAD - SHEET 15 | AEE-C-315 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - PORTS LINK - SHEET 16 | AEE-C-316 | 27/06/2017 | 1 |
| ROAD ALIGNMENT - TYPICAL CROSS SECTION - GREAT SOUTH ROAD INTERSECTION - SHEET 17 | AEE-C-317 | 27/06/2017 | 1 |
| GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 1 | AEE-C-321 | 27/06/2017 | 1 |
| GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 2 | AEE-C-322 | 27/06/2017 | 1 |
| GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 3 | AEE-C-323 | 27/06/2017 | 1 |
| GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 4 | AEE-C-324 | 27/06/2017 | 1 |
| PLAN SET 8 - STRUCTURAL | | | |
| STRUCTURAL - EAST WEST LINK - DRAWING INDEX, NOTES AND LEGEND | AEE-S-001 | 27/06/2017 | 2 |
| STRUCTURAL - KEY PLAN | AEE-S-010 | 27/06/2017 | 2 |
| STRUCTURAL - SH20/ NEILSON ST INTERCHANGE OVERBRIDGE - PLAN AND LONG SECTION | AEE-S-011 | 27/06/2017 | 1 |
| STRUCTURAL - SH20/ NEILSON ST INTERCHANGE OVERBRIDGE - TYPICAL CROSS SECTION | AEE-S-012 | 27/06/2017 | 1 |
| STRUCTURAL - ONEHUNGA HARBOUR ROAD PEDESTRIAN/CYCLE BRIDGE - PLAN | AEE-S-014 | 27/06/2017 | 1 |
| STRUCTURAL - ALFRED STREET PEDESTRIAN/CYCLE BRIDGE - PLAN | AEE-S-015 | 27/06/2017 | 1 |
| STRUCTURAL - NEILSON STREET/ ONEHUNGA WHARF TRENCH - PLAN AND LONG SECTION | AEE-S-016 | 27/06/2017 | 1 |

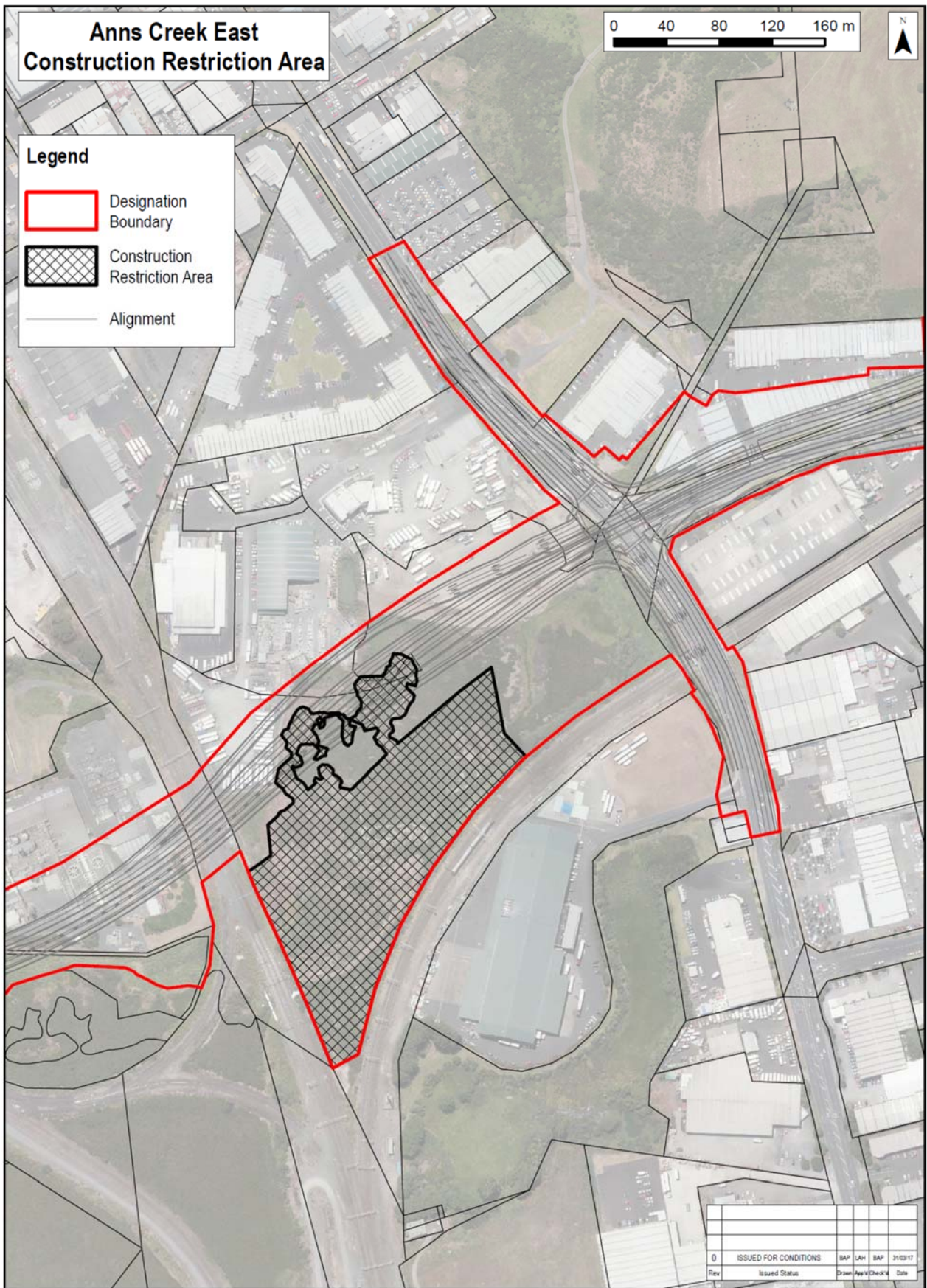
| Title | Drawing Number | Date | Revision Number |
|---|----------------|------------|-----------------|
| STRUCTURAL - NEILSON STREET/ ONEHUNGA WHARF TRENCH - TYPICAL CROSS SECTIONS - SHEET 1 | AEE-S-017 | 27/06/2017 | 1 |
| STRUCTURAL - NEILSON STREET/ ONEHUNGA WHARF TRENCH - TYPICAL CROSS SECTIONS - SHEET 2 | AEE-S-018 | 27/06/2017 | 1 |
| STRUCTURAL - ANNS CREEK VIADUCT - WEST - PLAN AND LONG SECTION - SHEET 1 | AEE-S-021 | 27/06/2017 | 1 |
| STRUCTURAL - ANNS CREEK VIADUCT - WEST - PLAN AND LONG SECTION - SHEET 2 | AEE-S-022 | 27/06/2017 | 1 |
| STRUCTURAL - ANNS CREEK VIADUCT - WEST - PLAN AND LONG SECTION - SHEET 3 | AEE-S-023 | 27/06/2017 | 1 |
| STRUCTURAL - ANNS CREEK VIADUCT - EAST - PLAN AND LONG SECTION - SHEET 4 | AEE-S-024 | 27/06/2017 | 2 |
| STRUCTURAL - ANNS CREEK VIADUCT - EAST - PLAN AND LONG SECTION - SHEET 5 | AEE-S-025 | 27/06/2017 | 2 |
| STRUCTURAL - ANNS CREEK VIADUCT - TYPICAL CROSS SECTION - CONCRETE - SHEET 1 | AEE-S-031 | 27/06/2017 | 1 |
| STRUCTURAL - ANNS CREEK VIADUCT - TYPICAL CROSS SECTION - CONCRETE - SHEET 2 | AEE-S-032 | 27/06/2017 | 2 |
| STRUCTURAL - ANNS CREEK VIADUCT - TYPICAL CROSS SECTION - STEEL | AEE-S-033 | 27/06/2017 | 2 |
| STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP PLAN AND LONG SECTION - SHEET 1 | AEE-S-041 | 27/06/2017 | 2 |
| STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP PLAN AND LONG SECTION - SHEET 2 | AEE-S-042 | 27/06/2017 | 2 |
| STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP PLAN AND LONG SECTION - SHEET 3 | AEE-S-043 | 27/06/2017 | 2 |
| STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP TYPICAL CROSS SECTION - CONCRETE | AEE-S-045 | 27/06/2017 | 2 |
| STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP TYPICAL CROSS SECTION - STEEL | AEE-S-046 | 27/06/2017 | 2 |
| STRUCTURAL - SH1 NB TO EWLINK WB OFF RAMP - PLAN AND LONG SECTION - SHEET 1 | AEE-S-051 | 27/06/2017 | 2 |
| STRUCTURAL - SH1 NB TO EWLINK WB OFF RAMP - PLAN AND LONG SECTION - SHEET 2 | AEE-S-052 | 27/06/2017 | 2 |
| STRUCTURAL - SH1 NB TO EWLINK WB OFF RAMP - | AEE-S-055 | 27/06/2017 | 2 |

| Title | Drawing Number | Date | Revision Number |
|---|----------------|------------|-----------------|
| TYPICAL CROSS SECTION - SHEET 1 | | | |
| STRUCTURAL - SH1 NB TO EWLINK WB OFF RAMP - TYPICAL CROSS SECTION - SHEET 2 | AEE-S-056 | 27/06/2017 | 2 |
| STRUCTURAL - PANAMA ROAD OVERBRIDGE - PLAN AND LONG SECTION | AEE-S-061 | 27/06/2017 | 1 |
| STRUCTURAL - PANAMA ROAD OVERBRIDGE - TYPICAL CROSS SECTION | AEE-S-062 | 27/06/2017 | 1 |
| STRUCTURAL - OTAHUHU CREEK - PLAN AND LONG SECTION | AEE-S-065 | 27/06/2017 | 1 |
| STRUCTURAL - OTAHUHU CREEK - TYPICAL CROSS SECTION | AEE-S-066 | 27/06/2017 | 1 |
| STRUCTURAL - PRINCES STREET OVERBRIDGE - PLAN AND LONG SECTION | AEE-S-071 | 27/06/2017 | 1 |
| STRUCTURAL - PRINCES STREET OVERBRIDGE - TYPICAL CROSS SECTION | AEE-S-072 | 27/06/2017 | 1 |
| STRUCTURAL - GREAT SOUTH ROAD RAIL OVERBRIDGE WIDENING - PLAN AND CROSS SECTION | AEE-S-081 | 27/06/2017 | 1 |
| PLAN SET 12 - UTILITIES RELOCATION | | | |
| UTILITIES RELOCATION - EAST WEST LINK - DRAWING INDEX, NOTES AND LEGEND | AEE-U-001 | 22/09/2017 | 3 |
| UTILITIES RELOCATION - OVERVIEW PLAN | AEE-U-100 | 22/09/2017 | 3 |
| UTILITIES RELOCATION - SH20/NEILSON STREET INTERCHANGE - SHEET 1 | AEE-U-101 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - NEILSON STREET INTERCHANGE - SHEET 2 | AEE-U-102 | 22/09/2017 | 2 |
| UTILITIES RELOCATION/ GALWAY STREET - SHEET 3 | AEE-U-103 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - EMBANKMENT - SHEET 4 | AEE-U-104 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - EMBANKMENT - SHEET 5 | AEE-U-105 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - EMBANKMENT/ANNS CREEK - SHEET 6 | AEE-U-106 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - ANNS CREEK - SHEET 7 | AEE-U-107 | 22/09/2017 | 3 |
| UTILITIES RELOCATION - ANNS CREEK/SYLVIA PARK ROAD - SHEET 8 | AEE-U-108 | 22/09/2017 | 3 |
| UTILITIES RELOCATION - ANNS CREEK/SYLVIA PARK | AEE-U-109 | 22/09/2017 | 3 |

| Title | Drawing Number | Date | Revision Number |
|---|----------------|------------|-----------------|
| RAMPS - SHEET 9 | | | |
| UTILITIES RELOCATION - SH1/SYLVIA PARK RAMPS - SHEET 10 | AEE-U-110 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - SH1/PANAMA ROAD - SHEET 11 | AEE-U-111 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - SH1/OTAHUHU CREEK - SHEET 12 | AEE-U-112 | 27/06/2017 | 1 |
| UTILITIES RELOCATION - PRINCES STREET INTERCHANGE - SHEET 13 | AEE-U-113 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - NEILSON STREET INTERCHANGE - LOCAL ROADS - SHEET 14A AND 14B | AEE-U-114 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - CAPTAIN SPRINGS ROAD/ PORTS LINK - SHEET 15A AND 15B | AEE-U-115 | 22/09/2017 | 2 |
| UTILITIES RELOCATION - EMBANKMENT - SHEET 16 | AEE-U-116 | 27/06/2017 | 1 |

PART B: DRAWINGS REFERRED TO IN OTHER DESIGNATION CONDITIONS:

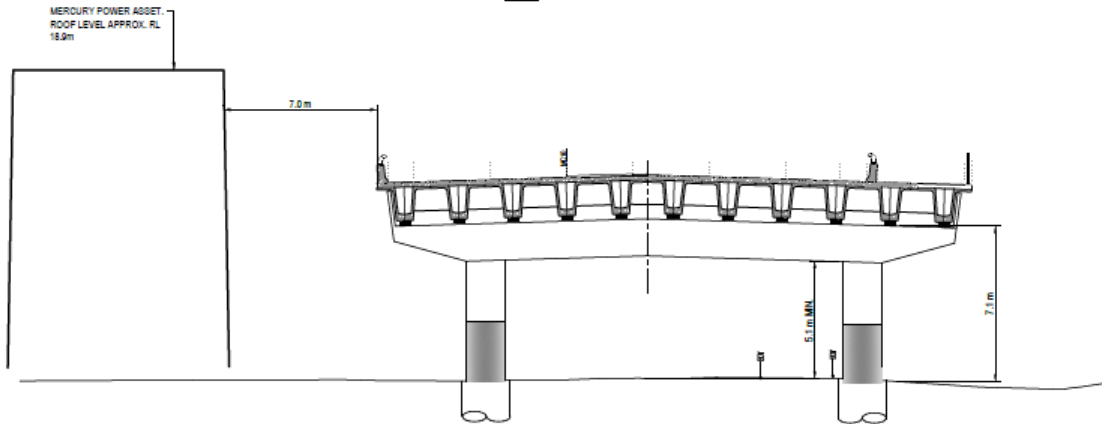
| Condition number | Drawing title | Date | Revision number |
|------------------|--|------------|-----------------|
| DC.15B | Anns Creek East Construction Restriction Area | 31/03/2017 | 0 |
| SD.2A | Z5A-SK-80-202, Mercury Power Site, Typical section and plan | 03/08/2017 | C |
| SD.2 | SK-PI-008-201, Property interface plans, Southdown, vehicle tracking | 01/08/2017 | C |



File: W:\CAD\ArcGIS\TGI\55_Workspaces\01_mxd\01 Evidence\Conditions\GIS-CN-EV-01.mxd



PLAN



TYPICAL SECTION AT DISTANCE 4540

ISSUED FOR BOI

| No. | Issued Status | Drawn | Checked | App'd | Date |
|-----|------------------------|-------|---------|-------|------------|
| C | BOARD OF INQUIRY ISSUE | LN | NN | SC | 03.08.2017 |
| B | BRIDGE RAISED BY 600mm | LN | NN | SC | 24.07.2017 |
| A | ORIGINAL ISSUE | LN | NN | SC | |

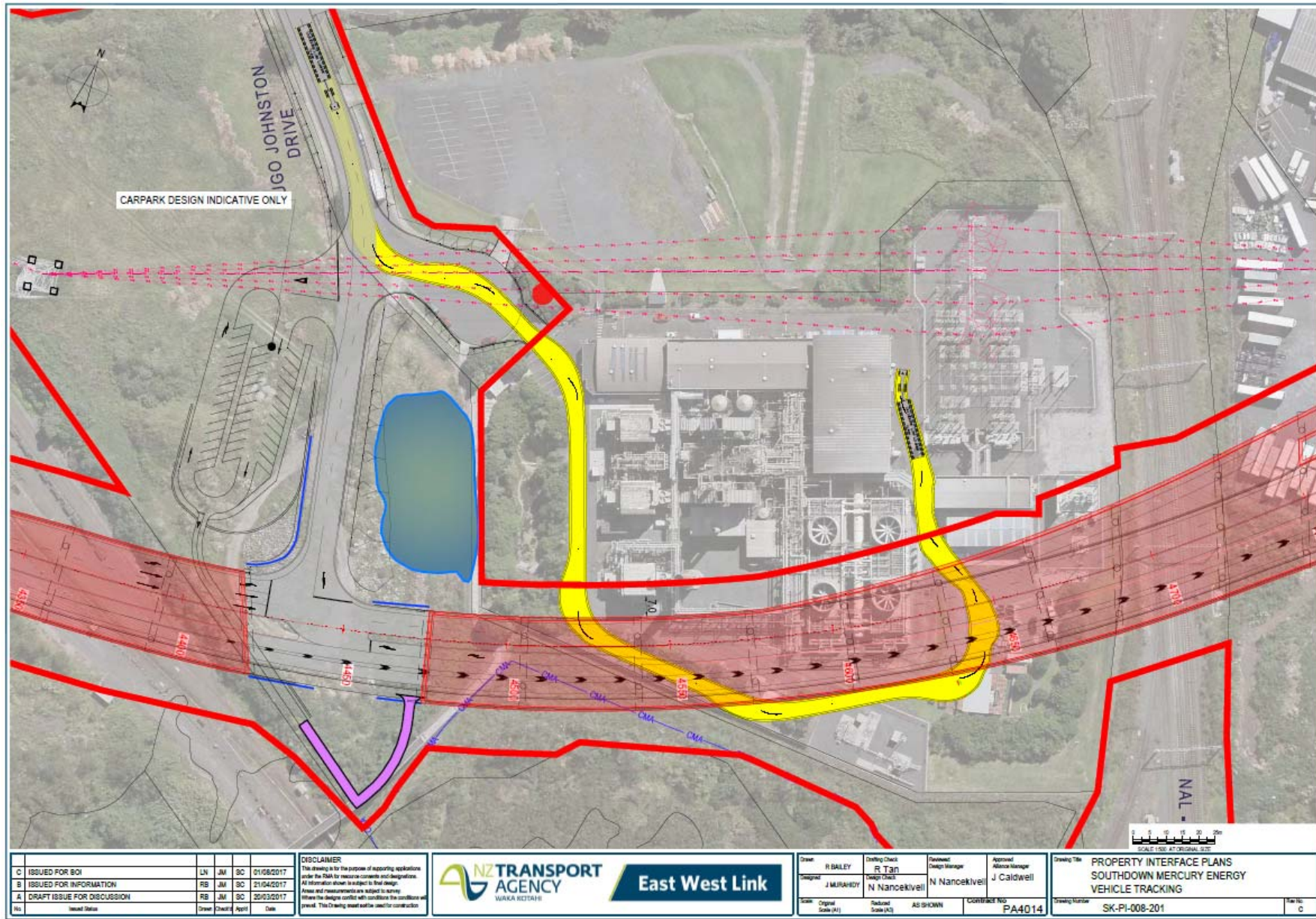
DISCLAIMER
 This drawing is for the purposes of supporting applications under the RMA for resource consents and designations. All information shown is subject to final design. Areas and measurements are subject to survey. Where the design conflicts with conditions the conditions prevail. This drawing must not be used for construction.



| | | | | | | | |
|-----------|---------------------|--------------------|---------------|--------------|----------------|-----------|----------------|
| Drawn: | LEN | Checked/Check: | R. Tan | Reviewed: | Design Manager | Approved: | Allyce Manager |
| Designed: | LEN | Design/Check: | N Nancekivell | Reviewed: | N Nancekivell | Approved: | J Caldwell |
| Scale: | Original Scale (A1) | Reduced Scale (A2) | 1:200 | Contract No: | PA4014 | | |

| | |
|-----------------|--|
| Drawing Title: | MERCURY POWER SITE TYPICAL SECTION AND PLAN CONCEPT - FOR INFORMATION ONLY |
| Drawing Number: | Z5A-SK-80-202 |
| File No.: | C |

Plot Date: 2 August 2017 12:38 pm. Plotter: Lxp/af. Plot No: W:\CIVIL\CAD\Draw and Model\140206_01_40_02.dwg



[6774 East West Link](#)

[CIV-2018-404-236: Royal Forest and Bird Protection Society of New Zealand Incorporated]

[CIV-2018-404-239: The Onehunga Enhancement Society Incorporated]

[CIV-2018-404-240: Jackson Electrical Industries Limited]

[CIV-2018-404-234: Ngāti Whātua Orākei Whaia Maia Limited]

[CIV-2018-404-205: Mercury NZ Ltd]

| | |
|---------------------|--|
| Designation Number | 6774 |
| Requiring Authority | New Transport Agency Limited |
| Location | Between Onehunga and Ōtāhuhu on the northern side of the Māngere Inlet |
| Lapse Date | 13 July 2033 |

[Purpose](#)

Construction, operation and maintenance of a State highway, being the East West Link between Onehunga and Ōtāhuhu, and associated works.

[Conditions](#)

GUIDE TO READING THE DESIGNATION CONDITIONS

The proposed designation conditions are numbered as follows:

| <u>Set of proposed conditions</u> | <u>Numbering format</u> |
|---|--------------------------------|
| <u>General Designation Conditions</u> | <u>DC</u> |
| <u>Communication and Social</u> | <u>CS</u> |
| <u>Recreation and Open Space</u> | <u>ROS</u> |
| <u>Network Utilities</u> | <u>NU</u> |
| <u>Mana Whenua Collaboration</u> | <u>MW</u> |
| <u>Historic Heritage</u> | <u>HH</u> |
| <u>Urban Design, Landscape and Visual</u> | <u>LV</u> |
| <u>Trees</u> | <u>TR</u> |
| <u>Traffic Noise (Operation)</u> | <u>ON</u> |
| <u>Construction Noise and Vibration</u> | <u>CNV</u> |
| <u>Construction Traffic</u> | <u>CT</u> |
| <u>Southdown Site</u> | <u>SD</u> |
| <u>Property Specific</u> | <u>PS</u> |

DESIGNATION CONDITIONS – DEFINITIONS

GENERAL

The table below defines the acronyms and terms used in the conditions. Defined terms are capitalised throughout the conditions.

| <u>Acronym/term</u> | <u>Definition</u> |
|--|---|
| <u>Acceptable or Tolerable Risk Level</u> | <p>The Acceptable or Tolerable Risk Level is to be determined using the Victorian Interim Risk Criteria offsite tolerability and acceptability values for location specific individual fatality risk for gas releases, and the societal risk criteria (F-N) for the aggregated risks for the site, unless superseded by new regulatory standards or alternative criteria mutually agreed by the parties, in which case the new standard of alternative criteria will apply.</p> <p>In accordance with those values, an Acceptable Risk Level means an offsite risk within the broadly acceptable region, that is: Risk < 1 x 10⁻⁷ (lower than 1 in 10 million per year). A Tolerable Risk Level means an offsite risk within the tolerable region, that is: 1 x 10⁻⁷ < Risk < 1 x 10⁻⁵ (between 1 in 100,000 and > 1 in 10 million per year) for gas related risks, and if all reasonably practicable control measures to reduce the risk are undertaken.</p> <p>For the aggregated risks, the risk curve or values must be in or below the medium region, or in the low region of the F-N criteria.</p> |
| <u>AMETI</u> | <u>Auckland Manukau Eastern Transport Initiative</u> |
| <u>Anns Creek East Construction Restriction Area</u> | <u>The area of land shown on the drawing titled <i>Anns Creek East Construction Restriction Area</i>, dated 31 March 2017 (located in Appendix 1 of these conditions).</u> |
| <u>Application</u> | <u>The Notices of Requirement dated December 2016 and supporting information dated November and December 2016.</u> |
| <u>Auckland Urban Design Panel</u> | <u>A panel consisting of appointed specialists facilitated by Auckland Council and providing independent design review of significant projects.</u> |
| <u>AUP</u> | <u>Auckland Unitary Plan Operative in Part (Updated 23 May 2017).</u> |
| <u>BPO or Best Practicable Option</u> | <u>Has the same meaning as in section 2 of the Resource Management Act 1991.</u> |
| <u>Commencement of Construction</u> | <u>The time when Construction Works for the Project (or part of the Project) commence. This excludes Site Investigations and Enabling Works.</u> |
| <u>Completion of Construction</u> | <u>When construction of the Project (or part of the Project) is complete and is available for use.</u> |
| <u>Construction Works</u> | <u>One or more of the various activities undertaken in relation to construction of the Project under this designation.</u> |
| <u>Control Measures</u> | <u>A measure or action taken to eliminate or minimise risk so far as is reasonably practicable.</u> |

| | |
|---|--|
| <u>Council</u> | <u>Auckland Council</u> |
| <u>Dangerous Goods Vehicles</u> | <u>A vehicle used for the transport of dangerous goods and required to display a placard under Section 7 of Land Transport Rule: Dangerous Goods 2005 (Rule 45001/1).</u> |
| <u>East West Link or EWL</u> | <u>East West Link Project being the construction, operation and maintenance of a new State highway and associated works between State Highway 2- (SH20) in Onehunga , and State Highway 1 (SH1) in Mt Wellington (the East West Link Main Alignment), and associated works on SH1 between Mt Wellington and the Ōtāhuhu Interchange at Princes Street.</u> |
| <u>Enabling Works</u> | Includes the following and similar activities: <ul style="list-style-type: none"> • <u>Demolition and removal of buildings and structures;</u> • <u>Relocation of underground and overhead services; and</u> • <u>The establishment of site entrances and fencing.</u> |
| <u>EWL Land Bridge</u> | <u>The cover of the EWL Trench which provides a local road connection from the southern and northern sides of East West Link at Onehunga Harbour Road.</u> |
| <u>EWL Main Alignment</u> | <u>The four land arterial road between the existing State Highway 20 (SH20) Neilson Street Interchange in Onehunga and State Highway 1 (SH1) at Mt Wellington.</u> |
| <u>EWL Trench</u> | <u>The lowered portion of the East West Link Main Alignment between the SH20 Neilson Street offramp and the SH20 Manukau Harbour Bridge.</u> |
| <u>HSNO</u> | <u>Hazardous substances and new organisms</u> |
| <u>HNZPTA</u> | <u>Heritage New Zealand Pouhere Taonga Act 2014. The Act to promote the identification, protection, preservation, conservation of the historical and cultural heritage of New Zealand.</u> |
| <u>HNZPT</u> | <u>Heritage New Zealand Pouhere Taonga</u> |
| <u>Manager</u> | <u>The Manager – Resource Consents, of the Auckland Council, or authorised delegate.</u> |
| <u>Mana Whenua Group</u> | <u>The group established under Condition MW.1.</u> |
| <u>Network Utility, Network Utility Operator or Network Utility Operators</u> | <u>Has the same meaning as set out in section 166 of the RMA.</u> |
| <u>NoR</u> | <u>Notice of Requirement</u> |
| <u>Operation/Operational</u> | <u>When construction of the Project is complete and the State highway is open to traffic.</u> |
| <u>Outline Plan</u> | <u>An outline plan prepared in accordance with section 176A of the RMA.</u> |
| <u>PPF</u> | <u>Protected Premises and Facilities.</u> |
| <u>Project</u> | <u>The construction, maintenance and operation of the East West Link Project and associated works.</u> |
| <u>Reasonably Practicable</u> | <u>'Reasonably Practicable' in the context of matters or risks relating to health, safety and/or hazards has the meaning set out in section 22 of the Health and Safety at Work Act 2015.</u> |
| <u>Requiring Authority</u> | <u>The New Zealand Transport Agency.</u> |

| | |
|---|--|
| <u>RMA</u> | <u>Resource Management Act 1991.</u> |
| <u>Road Controlling Authority</u> | <u>Has the same meaning as under section 2 of the Land Transport Act 1998.</u> |
| <u>Site Investigations</u> | <u>Includes geotechnical investigations (outside the Auckland Unitary Plan (Operative in Part) Historic Heritage Overlay Extent of Place), identifying service locations, surveys, monitoring activities, surveys and other similar activities.</u> |
| <u>Southdown Power Station</u> | <u>'Southdown Power Station' means a natural gas- and/or diesel-fired power station of at least 135MW located at Hugo Johnston Drive, and includes all ancillary equipment, plant and infrastructure and all associated activities.</u> |
| <u>Southdown Site</u> | <u>The facilities located at Lot 1 DP 178192 and Lot 2 DP 178192 comprising the Southdown Power Station, 11kV switchroom and high voltage equipment, energy storage technology, Transpower control and relay room and Transpower 220kV substation, and the Southdown Solar Research and Development Centre.</u> |
| <u>Southdown Rail Supply Substation</u> | <u>The transformer, switchgear and associated cabling servicing the Auckland rail network and shown on the plan titled "Transpower New Zealand - East-West Connection Southdown Substation", dated 9 May 2017.</u> |
| <u>Suitably Qualified Person</u> | <p>A person:</p> <ul style="list-style-type: none"> • <u>With a recognised qualification in the subject matter of the condition; or</u> • <u>With recognised experience in the subject matter of the condition; or</u> • <u>Is a member of relevant professional body for the subject matter of the condition.</u> |
| <u>Unacceptable Risk</u> | <p><u>The Unacceptable Risk Level is to be determined using the Victorian Interim Risk Criteria offsite tolerability and acceptability values for location specific individual fatality risk of gas release related risks.</u></p> <p><u>In accordance with those values, an Unacceptable Risk Level means an offsite risk that is higher than 1 in 100,000 per year for gas release related risks, and for the aggregated site risks, the region noted by the societal risk (F-N) curves of tolerability and acceptability.</u></p> |
| <u>Working Day</u> | <u>Has the same meaning as under section 2 of the Resource Management Act 1991.</u> |

TR GROUP SITE

The table below defines the acronyms and terms used in the conditions. Defined terms are capitalised throughout the conditions.

| | |
|------------------|--|
| <u>Covenants</u> | <u>Means covenants (or similar legal mechanisms) in favour of Auckland Council on the same terms (or substantially similar terms) as those covenants required by the TR Resource Consents which protect and restrict the use of the Lava Shrubland Management Area and Wetland Management Area and require ongoing pest plant and pest animal control.</u> |
|------------------|--|

| | |
|---|---|
| <u>Lava Shrubland Management Area and Wetland Management Area</u> | <u>The lava shrubland and wetland areas identified in the TR Resource Consents</u> |
| <u>TR Resource Consents</u> | <u>Means the following resource consents held by TR Group as at December 2017:</u> <u>R/LUC/2008/4724 – land use (earthworks, vegetation removal);</u> <u>Permit 36055 – diversion and discharge of stormwater from new impervious surface;</u> <u>Permit 36056 – earthworks/land disturbance associated with construction of new hardstand;</u> <u>Permit 36058 – streamworks/culverting and reclamation; and</u> <u>Permit 30316 – disturbance and remediation of contaminated land.</u> |
| <u>TR Group Land</u> | <u>The land at 781 Great South Road (Lot 1 DP 328383, CT 115789), 785 Great South Road (Lot 2 DP 344775, 1/3 SH Lot 5 DP 328383, CT 183736), 787 Great South Road (Lot 3 DP 328383, 1/3 SH Lot 5 DP 328383, CT 115791) and 791-793 Great South Road (SEC 1 SO 69440, CT NA125B/43).</u> |

General Designation Conditions (DC)

DC.1

Except as modified by the conditions below, and subject to final design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated December 2016, and in particular, the following supporting documents:

- (a) Part C: Description of the Project in Volume 1: Assessment of Effects on the Environment Report dated December 2016;
- (b) The following plan sets in Volume 2: Drawing Set:
 - (i) Plan Set 3: Road Alignment
 - (ii) Plan Set 4: Landscape
 - (iii) Plan Set 6: Plan and Long Section
 - (iv) Plan Set 7: Typical Cross Section
 - (v) Plan Set 8: Structural
 - (vi) Plan Set 12: Utilities Relocation
- (bb) Except as modified by the revised plans and plan sets presented at the close of the BoI hearing which are listed in Appendix 1.
- (c) The Key Design Principles and Sector Outcomes of the Project's Urban and Landscape Design Framework dated November 2016 and Addendum dated December 2016; and
- (d) The Draft Construction Traffic Management Plan Framework.

DC.2

Except where explicitly provided for, the construction related conditions of this designation do not apply to works associated with on-going operation and maintenance of the State highway following construction, such as changes to street furniture or signage over time. The provisions of section 176A of the RMA apply to on-going operation, maintenance or other works within the designation.

DC.3

The Project website shall include these conditions and the plans and reports referred to in these conditions prior to and throughout Construction Works, and a hard copy shall be available at the Project site office(s).

DC.4

Where there is inconsistency between:

- (a) The documents listed in Condition DC.1 above and the requirements of these conditions, these conditions shall prevail;
- (b) The information and plans lodged with the NoR and further information provided post lodgement, the most recent information and plans shall prevail; and
- (c) The draft management plans and/or management plan frameworks lodged with the NoR and the management plans required by the conditions of this designation and submitted through the Outline Plan process, the requirements of the management plans as set out in the relevant conditions shall prevail.

DC.5

As soon as practicable following Completion of Construction, the Requiring Authority shall:

- (a) Review the extent of the area designated for the Project;
- (b) In consultation with the relevant landowners, identify any areas of designated land that are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project. For the avoidance of doubt, this shall include the designated land on the Onehunga Wharf to the south of the EWL Trench and shared path;
- (c) Identify any areas of designated land that apply to local roads to be vested in Auckland Council; and
- (d) Give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (b) and (c) above.

DC.6

The designation shall lapse if not given effect to within 15 years from the date on which it is included in the Auckland Unitary Plan under section 175 of the RMA.

Outline Plan(s) – General

DC.7

An Outline Plan or Plans shall be prepared in accordance with section 176A of the RMA.

DC.8

Any Outline Plan or Plans may be submitted in parts or in stages to address particular activities (e.g. design or construction aspects) or to reflect the staged implementation of the Project.

DC.9 The Outline Plan or Plans shall include the following plans for the relevant stage(s) of the Project:

- (a) Construction Noise and Vibration Management Plan (CNVMP) prepared in accordance with Condition CNV.1;
- (b) Construction Traffic Management Plan (CTMP) in accordance with Condition CT.1;
- (c) Heritage Management Plan (HMP) in accordance with Condition HH.3; and
- (d) Urban and Landscape Design Master Plan (ULDMP) in accordance with Condition LV.1.

DC.10

The CNVMP, CTMP, HMP and ULDMP may be amended following submission of the Outline Plan(s) if necessary to reflect any changes in design, construction methods or management of effects. Any amendments are to be discussed with and submitted to the Manager for information without the need for a further Outline Plan process, unless those amendments once implemented would result in a materially different outcome to that described in the original plan.

For the avoidance of doubt, this condition does not apply to any Site Specific Construction Noise Management Plan, Site Specific Construction Vibration Management Plan, Site Specific Traffic Management Plan or other management plans required by the conditions of these designations. These management plans do not form part of the OPW.

DC.11

As part of the Outline Plan(s) prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following outcomes will be achieved for the relevant stage of the Project for which the Outline Plan has been submitted:

- (a) A local road connection via a land bridge linking Orpheus Drive and Onehunga Harbour Road including two traffic lanes (one in each direction), pedestrian access on both sides including a 3m (minimum) shared pedestrian and cycle path on one side;
- (b) A shared pedestrian and cycle path connection between Orpheus Drive and the proposed new Old Māngere Bridge, providing a linkage from Taumanu Reserve to Onehunga Wharf, with design details as set out in Condition LV.5D;
- (c) Provision for access achieving all movements for all road legal vehicles between the local road and Onehunga Wharf;
- (d) A high quality pedestrian and cycle connection providing a linkage along Onehunga Mall to and from Onehunga Town Centre;
- (e) Replacement of on-street carparks removed outside The Landing with the same number of carparks in reasonable proximity;
- (f) Provision for safe right turn movement westbound from Neilson Street into Onehunga Mall;
- (g) Operation of clearways, in the morning and evening peaks, to provide on-street parking on Captain Springs Road (south of Neilson Street) in off-peak times;
- (h) Provision for safe turning of large vehicles and a separate public parking area at the southern end of Hugo Johnston Drive;
- (i) Provision for a safe u-turning facility for westbound vehicles (including 18m semi- trailers) on Sylvia Park Road in the vicinity of Great South Road;
- (j) Provision for a safe u-turning facility for eastbound vehicles (including 18m semi- trailers) on Sylvia Park Road in the vicinity of Pacific Rise;
- (k) Separation of pedestrian and cycle facilities from general traffic on the EWL Main Alignment;
- (l) Provision for pedestrians and cyclists access from the EWL Main Alignment into Sylvia Park Town Centre, in coordination with the requirement for not precluding the multi-modal link road in Condition DC.12A); and
- (m) High quality pedestrian and cycle facilities across the Princes Street Interchange, providing appropriate protection between pedestrian/cycle facilities and general traffic and consideration of how the Interchange cycle facilities can integrate with the local road network, particularly Luke Street, Todd Place and Avenue Road.

DC.11A

- (a) Commencing at least 3 months prior to preparation of the Outline Plan under section 176A of the RMA, the Requiring Authority shall facilitate a collaborative design process to develop the design details for the EWL Land Bridge.
- (b) The purpose of the design process is to achieve the design outcomes for the EWL Land Bridge as set out in Condition LV.5C.
- (c) The Requiring Authority shall invite the following parties to participate in the collaborative design process:
 - i. Auckland Transport;
 - ii. Council;
 - iii. Panuku Development Auckland;
 - iv. Mana Whenua Group;

- v. HNZPT;
 - vi. Maungakiekie-Tāmaki Local Board;
 - vii. The Onehunga Enhancement Society; and
 - viii. Owners of land immediately adjacent to the Land Bridge.
- (d) The Requiring Authority shall appoint a Suitably Qualified Person to assist with development of the methodology and programme for the collaborative design process, and to facilitate joint meetings with the parties above.
- (e) The design process shall include technical advice from Suitably Qualified Persons to provide direction and oversight of the engineering considerations, including geology, structures, geometrics, fire life safety, and surface and groundwater management.
- (f) The design process shall be iterative, with input from engineering, urban design and other directly relevant environmental disciplines.
- (g) The Requiring Authority shall appoint a panel of independent experts to review the design. The membership of the panel shall be agreed with Auckland Council. The Requiring Authority shall seek comment from the panel on the design outcomes set out in Condition LV.5C prior to finalisation of the design details.
- (h) The collaborative design process, and the outcomes of it, shall be set out in the Outline Plan.

DC.11AA

When preparing the Outline Plan(s) under section 176A of the RMA, the Requiring Authority shall consider options for providing the design features listed below. The Outline Plan(s) must include the features unless it is not reasonably practicable to do so. Where a design feature has not been incorporated into the Outline Plan(s), the reasons why shall be set out.

- (a) A 3.0m wide at grade shared use path along the southern side of Sylvia Park Road to the south east corner of the Great South Road intersection (between chainage 5100 and 5500 as illustrated on Drawings AEE-AL-108 and AEE-AL- 109); and
- (b) A crossing facility for active modes between Gloucester Park Road North and destinations to the south of Neilson Street.

DC.11B

The Requiring Authority shall review and develop the design details for the Galway Street link in consultation with Council and Auckland Transport, and shall include consideration of layout options to connect Onehunga Harbour Road to Galway Street directly, or via a link road. The detailed design shall achieve the following outcomes:

- (i) Efficient intersection performance to minimise queuing between intersections on local roads and on the EWL;
 - (ii) High amenity for cycling and walking, particularly on the main routes via Onehunga Harbour Road and Onehunga Mall;
 - (iv) Efficient and reliable bus access between SH20 and Onehunga Town Centre; Safe property access;
 - (v) Appropriate allowance for potential increase in traffic flows associated with planned and consented local development (e.g. at Onehunga Town Centre or at Onehunga Wharf); and
 - (vi) Measures to achieve compliance with Condition DC.12A (i) relating to a future Mass Rapid Transit connection to the Auckland International Airport.
- (b) The Requiring Authority shall include the design details within the Outline Plan prepared under section 176A of the RMA. The Outline Plan shall detail the input and comments from Council and Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.

DC.12

The Requiring Authority shall consult with Auckland Transport during the preparation of the Outline Plan(s) in relation to:

- (a) Local roads, including walking and cycling and public transport facilities, and other interfaces between the State highway and local roading networks; and
- (b) The proposed Auckland Transport projects identified in Condition DC.12A.

The Outline Plan(s) shall detail the input and comments from Auckland Transport, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why.

DC.12A

As part of the Outline Plan(s) prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following proposed transport projects are not precluded, and where practicable, are accommodated by the Project:

- (a) A future Mass Rapid Transit connection to the Auckland International Airport, and in particular ensuring as a minimum the preferred alignment identified in the South- West Multi-Modal Airport Rapid Transit Draft Indicative Business Case is provided for by the Project;
- (b) A future multi-modal link road to the Sylvia Park Town Centre as part of the AMETI programme, in particular ensuring that the location of piers does not preclude the alignment and any of the proposed modes; and
- (c) Future potential improvements to rail at the Westfield Junction including provision for grade-separation and a new north-facing connection between the North Island Main Trunk and the North Auckland Line, and additional lines for freight.

Outline Plan(s) – Special Conditions: Heliport

DC.13A

The Requiring Authority shall adopt all reasonable and practicable measures to relocate, at the Requiring Authority's expense, the existing Auckland Heliport Limited Partnership (AHLP) Heliport facility at 59 Miami Parade (Part Lot 2 DP98342, NA53C/561), including constructing a replacement building and all other existing associated facilities, to the site shown as "Heliport Relocation Area" on the plan titled "Heliport Relocation Area - East West Link" dated 10 July 2017 ("the Solution").

DC.13B

Unless otherwise agreed between the Requiring Authority and AHLP, the Requiring Authority shall not commence Construction Works on the designated land at 59 Miami Parade unless:

- (a) Either Condition DC.13D(a) or (b); and
- (b) In circumstances where they have been applied, Conditions DC.13E and DC.13F
=
have been satisfied.

DC.13C

For the purpose of Condition DC.13A (unless otherwise agreed between the Requiring Authority and AHLP) implementation of the Solution shall include (but is not limited to) the Requiring Authority (at the Requiring Authority's expense):

- (a) Acquiring all necessary interests in land to facilitate the Solution;
- (b) Obtaining such statutory authorisations or variations to existing resource consents or other authorisations (including under the RMA) as are required to facilitate the Solution;
- (c) Undertaking the physical and site establishment works required to relocate the Heliport to the new site; and
- (d) Implementing such design, staging and / or engineering solutions as may be required to, as far as practicable, minimise disruption to the Heliport's operations as a result of constructing the EWL and relocating the Heliport.

DC.13D Condition DC.13A will be satisfied if:

- (a) The Solution is implemented; or
- (b) Following consultation with AHLP, the Requiring Authority advises in writing (including reasons), that all reasonable and practicable measures have been taken to achieve the requirements of Condition DC.13A but that:
 - (i) The Solution cannot be achieved; and
 - (ii) No other reasonable and practicable measures to achieve the Solution, or within the boundary of the designation, to refine the EWL Main Alignment, to avoid where practicable or otherwise reduce adverse effects on Auckland Unitary Plan Operative in part

the Heliport, are available to the Requiring Authority; and

(iii) Based on the reasons provided by the Requiring Authority, and consultation undertaken with the Requiring Authority and AHLP, a Suitably Qualified Person, jointly appointed by the Requiring Authority and AHLP, confirms that they agree with the Requiring Authority that all reasonable and practicable measures have been taken.

DC.13E

In the event that the Suitably Qualified Person appointed under Condition 13.D(b)(iii) does not agree with the Requiring Authority, they shall record (as soon as practicable) in writing the reasons for their position and may make recommendations to the Requiring Authority as to reasonable and practicable measures that may be available to achieve the Solution.

DC.13F

The Requiring Authority shall consider the recommendations in Condition DC.13E above, and shall:

- (a) Confirm that that it will implement the measures recommended; or
- (b) Following consultation with AHLP, advise in writing that the recommendations cannot be achieved (including reasons), in which case the Requiring Authority shall not be required to comply with Condition DC.13A.

DC.13G

If relocation of the Heliport within the designated land is confirmed as practicable, and any required authorisations are granted, the detail of the relocated Heliport site shall be included, for information only, within the Outline Plan prepared in accordance with Condition DC.7.

Outline Plan(s) – Special Conditions: ChemWaste

DC.14A

As part of the Outline Plan prepared under section 176A of the RMA for the area adjacent to the ChemWaste site at 39 Miami Parade (Lot 1 DP 135209), the Requiring Authority shall include:

(a) Written confirmation that the Requiring Authority has applied its best endeavours, including through detailed design undertaken in consultation with the occupier of 39 Miami Parade, to reduce and minimise the extent of the designated area along the western half of the southern boundary (between chainages 2825 and 2865 as shown on Road Alignment Plan, Sheet 5, AEE-AL-05); an explanation of what those best endeavours comprise and the consultation undertaken, and any revised designation boundary resulting from application of those best endeavours. If practicable, the designation boundary shall be altered prior to Commencement of Works to reduce the area of designated land at 39 Miami Parade, or following Completion of Construction in accordance with Condition DC.14B below and Condition DC.5.

(b) Subject to Condition DC.14B and C below, provision for a fire protection wall will be of up to three metres height (above finished ground level at the site of 39 Miami Parade), constructed of concrete, and designed to provide a 240/240/240-minute fire resistance rating along the full width of the northern boundary of the designated area on the southern portion of 39 Miami Parade as determined under (a) above (*fire protection wall*), and extending 4m into the ChemWaste site at the western and eastern ends.

DC.14B

The Outline Plan for the area adjacent to the ChemWaste Site may, instead of the fire protection wall, and following consultation with the occupier of the ChemWaste Site, provide for an alternative method which is no less effective than the fire protection wall in ensuring that the requirements of the Health and Safety at Work (Hazardous Substances) Regulation 2017 are met in relation to the interface between the ChemWaste Site and any protected or public place (as defined under those regulations) established under the Project, including through ensuring that there is no greater reduction in the ability to utilise the ChemWaste Site for the storage and handling of Class 3, 4 and 6 Hazardous Substances, than for the fire protection wall.

DC.14C

Any Outline Plan providing for an alternative method meeting the requirements of Condition DC14B shall be submitted along with details of the consultation undertaken with the occupier, and any comments received from the occupier regarding that alternative.

DC.14D

Following completion of the permanent EWL works at 39 Miami Parade, any areas of land that have been occupied during Construction Works and are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project shall be reinstated to a similar ground condition as existed prior to Commencement of Construction, to

enable ongoing use of the land for business activities similar to those which occurred prior to Commencement of Construction (i.e. storage and vehicle manoeuvring). The requirements in Condition DC.5 (b) shall also apply to any areas of land at 39 Miami Parade which are no longer necessary for the on-going operation, maintenance or mitigation of effects of the Project.

Outline Plan(s) – Other Special Conditions

DC.15A

The Requiring Authority shall consult with the landowner(s) during the preparation of the Outline Plan(s) in relation to the design of the Anns Creek viaduct access points to and from 39 and 59 Miami Parade, Pikes Point.

The Outline Plan(s) shall describe how the input and comments from the landowner(s) has been incorporated in the design.

DC.15B

As part of the Outline Plan prepared under section 176A of the RMA for the area within the Anns Creek Construction Restriction Area, the Requiring Authority shall include details of how the design has:

- (a) Aligned permanent transport infrastructure (road, pedestrian and cycle facilities) to the northern-most extent of the Restriction Area as far as practicable;
- (b) Avoided the placement of temporary and permanent piers;
- (c) Avoided earthworks and vegetation removal that directly impacts on lava shrubland and lava outcrops, and minimise any vegetation alteration; and
- (d) Minimised the footprint of temporary works required for construction of permanent works.

For the avoidance of doubt, only the following activities may be undertaken within the Anns Creek East Construction Restriction Area: weed removal, pest plant and animal management, geological heritage restoration, restoration planting, interpretative signage relating to cultural, ecological and geological heritage, protective fencing, and associated earthworks to undertake those activities.

DC.15C

(a) The Requiring Authority shall consult with the owner of the land at 781 Great South Road (Lots 1 and 2 DP 328383) and 791-793 Great South Road (Section 1 SO 69440) during the detailed design phase in relation to the post-construction use of land immediately south east of the EWL viaduct and adjacent to Great South Road (791-793 Great South Road) (“the residual land”).

(b) The Requiring shall make reasonable provision for heavy vehicle access post- construction, for the types of vehicles normally in use at 781 Great South Road, under the EWL viaduct, between 781 Great South Road and the residual land.

(c) The access shall be located and designed to provide suitable vertical clearance under the EWL viaduct and to minimise, to the extent practicable, further encroachment into Anns Creek East.

(d) The Outline Plan prepared in accordance with Condition DC.7 shall include information to demonstrate how the requirements of this condition have been achieved.

DC.15CC

If, after completion of the 10 year period post Completion of Construction on the TR Group Land as set out in Condition EM.3A(c) of the resource consents granted for the Project, the Requiring Authority receives confirmation that the Covenants have been registered against the certificates of title for the TR Group Land then, the Requiring Authority shall give notice to the Manager in accordance with section 182 of the RMA for the removal of those parts of the designation on the TR Group Land no longer necessary for the on-going operation, maintenance or mitigation of effects associated with the Project.

DC.15D

(a) The Requiring Authority shall consult with the owner of the land at 430 Mt Wellington Highway (Lot 1 DP 188694) during preparation of the Outline Plan in relation to the location and design of vehicular access to and from the site to Mt Wellington Highway and the proposed Auckland Transport AMETI corridor.

(b) As part of the Outline Plan prepared under section 176A of the RMA, the Requiring Authority shall demonstrate how the following outcomes will be achieved:

- (i) Vehicular access from the land under the EWL to SH1 ramps, to the boundary of the proposed Auckland Transport AMETI corridor; and
- (ii) Vehicular access from the land to Mt Wellington Highway.
- (c) The Outline Plan shall detail the input and comments from the land owner, describe how this has been incorporated into the design and, where any input has not been incorporated, set out the reason why

DC.15E

As part of the Outline Plan prepared under Section 176A of the RMA, the Requiring Authority shall demonstrate how the requirements of Conditions SD.1, SD.2A, SD.2B and SD.3 have been achieved.

COMMUNICATION AND SOCIAL (CS)

Liaison person

CS.1

A Project Liaison Person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by Construction Works. The Requiring Authority shall take appropriate steps to advise all affected parties of the liaison person's contact details. This person must be reasonably available for on-going consultation on matters of concern to affected persons arising from Construction Works. If the liaison person will not be available for any reason, an alternative contact shall be provided, to ensure that a Project contact person is available by telephone 24 hours per day/seven days per week during the construction phase of the Project.

The Requiring Authority shall inform the Manager of the Project Liaison Person's contact details 20 working days prior to the Commencement of Construction and/or Enabling Works for the Project.

Communications Plan

CS.2

Prior to the Commencement of Construction and/or Enabling Works, the Requiring Authority shall prepare and implement a **Communications Plan**.

The purpose of the plan is to set out procedures detailing how the public, stakeholders, businesses and residents will be communicated with throughout the pre-construction and construction phases of the Project.

As a minimum, the Communications Plan shall include:

- (a) Details of the Project Liaison Person (Condition CS.1). The contact details shall be on the Project website and prominently displayed at the entrance to the site(s) so that they are clearly visible to the public at all times;
- (b) A list of stakeholders, organisations, businesses and residents who will be communicated with;
- (c) Methods to consult on and to communicate the proposed hours of construction activities outside of normal working hours and on weekends and public holidays, to surrounding businesses and residential communities, and methods to deal with concerns raised about such hours;
- (d) Methods to record concerns raised about hours of construction activities and methods to avoid particular times of day which have been identified as being particularly sensitive for neighbours;
- (e) Methods to provide early notification to businesses of construction activities.
- (f) Methods to consult with businesses to identify and implement:
 - (i) Measures to maximise opportunities for pedestrian and service access to businesses that will be maintained during construction;
 - (ii) Measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction;
 - (iii) Other measures to assist businesses to maintain customer accessibility, including but not limited to customer information on temporary parking or parking options for access;
 - (iv) Other measures to assist businesses to provide for service delivery requirements; and
 - (v) The process (if any) for re-establishment and promotion of normal business operation following construction.
- (g) Any stakeholder/business specific communication plans required;

- (h) Details of communications activities proposed including:
- (i) Publication of newsletters, or similar, and proposed delivery areas;
- (ii) Information days, open days or other mechanisms to facilitate community engagement;
- (iii) Newspaper advertising;
- (iv) Notification and consultation with business owners and operators and individual property owners and occupiers with premises/dwellings within 100 metres of active construction;
- (v) Identify processes, mechanisms and / or specific methods to facilitate two- way communication with those with impairments or for those for whom English is a second language;
- (vi) The use of social media tools.
- (i) Details of the Project website for providing information to the public;
- (j) Linkages and cross-references to communication methods set out in other conditions and management plans where relevant (e.g. consultation; and
- (k) Details of when the Plan will be reviewed and amended.

The Communications Plan shall be provided to the Manager for information 20 working days prior to Commencement of Construction and following any material amendments of the Plan.

Community Liaison Groups

CS.3

(a) The Requiring Authority shall establish and co-ordinate a Community Liaison Group (CLG) in each of the following areas at least 3 months prior to the Commencement of Construction in each of those areas:

- (i) Onehunga and Penrose including the Onehunga Harbour Road and Onehunga Mall Cul-de-Sac residential area and Māngere Bridge; and
- (ii) State Highway 1 including the Ōtāhuhu and Panama Road residential areas.

(b) The purpose of the CLG is to provide a means for:

- (i) Sharing information on design (including the ULDMPs prepared under Condition LV.1), Construction Works and programme;
- (ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and
- (iii) Monitoring the effects on the community arising from Construction Works in these areas.

(c) The Requiring Authority shall assist the CLG to hold regular meetings (at least once every three months) throughout the construction period in these areas. The CLG shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the meetings can be reduced where the majority of the members of the group agree.

(d) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the CLG shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:

- (i) Council, Auckland Transport and other Council Controlled Organisation;
- (ii) Department of Conservation;
- (iii) Mana Whenua;
- (iv) Business groups;
- (v) Community/environmental/historical groups;
- (vi) Transport user groups;
- (vii) Local Boards;
- (viii) Local residents and business owners/operators;
- (ix) Representatives from those organisations identified in the Communications Plan (as required by Condition CS.2); and

- (x) Ministry of Education.
- (e) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.
- (f) The Requiring Authority shall be responsible for all reasonable costs associated with resourcing of the CLGs.

Business Forums

CS.4

(a) The Requiring Authority shall establish and coordinate **Business Forums** in each of the following industrial/commercial areas, or a combined Business Forum in two or more of those areas, at least 3 months prior to Commencement of Construction in those areas:

- (i) Onehunga (including businesses on Neilson Street (east), Onehunga Mall, Onehunga Harbour Road, Galway Street and Gloucester Park Road);
- (ii) Onehunga Industrial (including businesses on Neilson Street (west), Captain Springs Road, Miami Parade and Hugo Johnston Drive);
- (iii) Sylvia Park Road (including Pacific Rise, Great South Road and Vestey Drive); and
- (iv) SH1 (including Vestey Drive, Monahan Road and Clemow Drive).

(b) In addition to the Project Liaison Person and representative(s) of the Requiring Authority and its principal construction contractor, membership of the Business Forum(s) shall be open to all interested parties within the Project area including, but not limited to representatives of the following groups:

- (i) Business owners;
- (ii) Land owners;
- (iii) Business groups including the Onehunga Business Association;
- (iv) Road carriers / freight operators in the area and NZ Heavy Haulage Association; and
- (v) Auckland Transport.

(c) The purpose of the Business Forums is to provide a forum for:

- (i) Timely provision of information on the Construction Works and programme and planned business and community activities;
- (ii) Reporting and responding to concerns and issues raised in relation to Construction Works; and
- (iii) Monitoring the effects on the business community arising from Construction Works in these areas.

(d) The Requiring Authority shall assist the Business Forum(s) to hold regular meetings (at least once every three months) throughout the construction period in these areas. The Business Forum(s) shall continue until six months after Completion of Construction so that on-going monitoring information can continue to be shared, discussed and responded to. The frequency and duration of the forums can be reduced where the majority of the members of the group agree.

(e) In addition to the general purpose set out in (b) above, the matters to be considered by the Business Forums may include, but are not limited to, the following matters:

- (i) The timing of construction activities including consideration of specific operational requirements for businesses;
- (ii) Temporary traffic management including closures, detours, parking restrictions and signage; and
- (iii) Alternative access to and from businesses during construction.

(f) The Requiring Authority shall prepare an agenda for each meeting and prepare minutes recording actions. A copy of the minutes shall be provided to the meeting invitees within a reasonable time following the meeting.

(g) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the Business Forum.

Complaints Management

CS.5

At all times during Construction Works, the Requiring Authority shall maintain a record of any complaints received in

relation to the Construction Works.

The record shall include:

- (a) The name and address (as far as practicable) of the complainant;
- (b) Identification of the nature of the complaint;
- (c) Location, date and time of the complaint and of the alleged event giving rise to the complaint;
- (d) The weather conditions at the time of the complaint (as far as practicable), and including wind direction and approximate wind speed if the complaint relates to air quality or noise.
- (e) The outcome of the Requiring Authority's investigation into the complaint;
- (f) Measures taken by the Requiring Authority to respond to the complaint or confirmation of no action if deemed appropriate
- (g) 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; and
- (h) The response provided to the complainant.

The Requiring Authority shall also keep a record of any remedial actions undertaken. The complaints record shall be made available to the Manager upon request.

CS6.

The Requiring Authority shall respond to a complaint related to Construction Works as soon as reasonably practicable and as appropriate to the circumstances.

RECREATION AND OPEN SPACE (ROS)

Aotea Sea Scouts Activities

ROS.1

The Requiring Authority shall offer to temporarily relocate the Aotea Sea Scouts activities located at Onehunga Harbour Road for the duration of Construction Works adjacent to the Aotea Sea Scouts Hall.

The offer shall be made no later than 3 months prior to Commencement of Construction on Onehunga Harbour Road adjacent to the Aotea Sea Scout Hall. The offer shall remain valid until 3 months after the Commencement of Construction on Onehunga Harbor Road adjacent to the existing Aotea Sea Scouts Hall. If the offer is not accepted within that timeframe, the Requiring Authority is not required to temporarily relocate the Aotea Sea Scouts activities.

The offer shall include as a minimum:

- (a) Relocation of the activities at least 20 working days prior to Commencement of Construction on Onehunga Harbour Road adjacent to the existing Aotea Sea Scouts Hall; and
- (b) Relocation of the activities until Completion of Construction affecting Onehunga Harbour Road adjacent to the Aotea Sea Scouts Hall.

The offer of temporary relocation shall be developed in consultation with the Aotea Sea Scouts.

Waikaraka Park (temporary facilities during construction)

ROS.2

(a) To address the loss of on leash dog walking and passive open space during Construction Works, the Requiring Authority shall, subject to agreement of the landowner, provide an alternative area of up to 6,000m² for those activities and temporary parking for a minimum of 4 cars on the northern portion of the Waikaraka Park South future development site at 60 Captain Springs, Onehunga.

(b) The recreation space shall be available for use prior to the permanent closure of any part of the Manukau Foreshore Walkway located between Onehunga Harbour Road and Hugo Johnston Drive. The recreation space shall consist of a space suitable for on leash dog walking and informal sports.

(c) The temporary parking in (a) shall be available for use by the public for the period of construction requiring the removal of on road parking in Captain Springs Road. The temporary parking will be formed from metal or similar material reflecting its temporary use.

(d) The recreation space shall be maintained by the Requiring Authority until such time as either:

- (i) The coastal walkway located along the coastal edge of the reclamation is open to the public; or
 - (ii) The shared path on the road embankment is open to the public.
- (e) The temporary parking shall be maintained until such time as the extension to Captain Springs Road is open to traffic.

Open Space Reinstatement Plans

ROS.3

Prior to any works that affect Auckland Council parks and open space, the Requiring Authority shall prepare a register of assets and a photographic record of the pre- construction state of the parks and open space. This shall be provided to the Manager prior to construction commencing.

ROS.4

- (a) The Requiring Authority shall prepare a **Reinstatement Plan** in consultation with the landowner for the following parks and reserves (or parts thereof) directly impacted by Construction Works:
- (i) Gloucester Park North and South;
 - (ii) Waikaraka Park; and
 - (iii) Beddingfield Memorial Park.
- (b) Where other areas of open space are affected by Construction Works, the reinstatement of those areas shall be based on a like-for-like reinstatement based on the record prepared under ROS.3.
- (c) The purpose of the Reinstatement Plans is to provide details of the reinstatement works in open space areas directly affected by construction works.
- (d) The Reinstatement Plans shall:
- (i) Be prepared in accordance with the ULDMP for the area prepared under Condition **LV.1**;
 - (ii) Include details for the reinstatement of land used for Construction Works including:
 - Removal of structures, plant and materials associated with construction (unless otherwise agreed with the landowner);
 - Replacement or reinstatement of boundary fences to the same or similar type to that removed (as recorded through Condition ROS.3);
 - Reinstatement of grassed areas to a similar condition as existed prior to construction;
 - Replacement of trees and other planting removed for Construction Works on a one-for-one basis (or as otherwise agreed with the landowner);
 - Details of way finding and interpretation signage within and adjacent to the open space.
 - (iii) Include record of consultation and agreement with the landowner; and
 - (iv) Take account of any Council management plans prepared for the park, reserve or area of open space.
- (e) The Reinstatement Plan shall be provided to the Manager and implemented within 3 months of Completion of Construction, or at a later date as agreed with the landowner.

Gloucester Park Reinstatement Plan

ROS.5 In addition to the matters set out in Condition ROS.4, the Gloucester Park Reinstatement Plan shall include:

- (a) Details of proposed ecological enhancement to extend the existing saltmarsh area in Gloucester Park South;
- (b) Details of interpretive features for identifying geological heritage features;
- (c) Details of fencing required to manage the safe interface of SH20 and Gloucester Park North for the current use of the park as a sportsfield;
- (d) Details of the artwork referred to in Condition LV.5B; and
- (e) Pedestrian and service vehicle connection points to Onehunga Harbour Road as referred to in Condition LV.5C(c) and (d).

Waikaraka Cemetery and Waikaraka Park South Reinstatement Plan

ROS.6

In addition to the matters set out in Condition ROS.4, the Waikaraka Cemetery and Waikaraka Park South Reinstatement Plan shall include:

- (a) Details of proposed landscaping along the southern boundary of Waikaraka Cemetery as referred to in Condition LV.5F. The landscaping is to be developed in consultation with HNZPT and Auckland Council Heritage Unit;
- (b) Details of proposed grades and grass surfacing of Waikaraka Park South to a standard which reasonably accommodates Council's future implementation of the Waikaraka Park South Development Plan; and
- (c) Details of temporary construction phase carparking to be retained, and details of proposed works to integrate this carparking with the Waikaraka Park South Development Plan;
- (d) Accessibility from Waikaraka Cemetery and Waikaraka Park South to the recreational walkway on the foreshore and (if practicable) direct access between the Cemetery and Waikaraka Park South.

ROS.6A

For a period of up to 2 years following occupation of Construction Yard 3, the Requiring Authority shall make a financial payment to Council to reimburse any capital costs incurred by Council for works undertaken in the Maungakiekie-Tamaki Local Board area to improve the weekly hours of playing capacity of sportsfields, where such works are undertaken to offset the delay in implementation of the planned sports fields in Waikaraka Park South (arising from use of this site for Construction Yard 3).

The value of any financial support shall be agreed between the Requiring Authority and Council, and shall be limited to the confirmed budgeted amount of approximately \$1.54M (\$2017 NZD) indicated in the Draft Sports Field Capacity Development Programme (endorsed by the Maungakiekie-Tamaki Local Board in 2012). For clarity, the financial support will cover any capital works expenditure but does not impose any responsibility on the Requiring Authority for consenting or approval of such works (this remains the responsibility of Council).

The purpose of this requirement is to ensure that Council can both improve weekly hours of playing capacity for local sportsfields in the medium term and retain their budgeted funds for the development of Waikaraka Park South, so that this work can be implemented following the Requiring Authority's use of this site.

Coastal Access Parking Plan

ROS.7

The Requiring Authority shall assist Auckland Transport and Auckland Council to prepare and promote a Coastal Access Parking Plan to identify appropriate parking locations for universal access and recreational access as close as is practicable to the coastal edge of the Manukau Harbour and Māngere Inlet between Taumanu Reserve and Hugo Johnston Drive. The Plan shall include parking at Taumanu, Onehunga Harbour Road, Captain Springs Road and Hugo Johnston Drive.

The Plan shall be completed and made available to the public as soon as practicable following Completion of Construction.

Network Utilities (NU)

Design – Permanent Access to Network Utilities

NU.1A

The Requiring Authority shall design permanent batters, retaining walls, crash barriers, fencing, acoustic barriers, and other such physical measures to be constructed as part of the Project in a manner which does not prevent practical ongoing access to existing and relocated Network Utilities during construction and operation of the works authorised by the designation.

NU.1B

If, prior to the Commencement of Construction, Transpower has developed a proposal to underground any transmission line through the designated land of a sufficient detail of design that resource consents and/or a notice of requirement could be sought by Transpower, the Requiring Authority shall take all reasonable measures to accommodate that work in the design and construction of the EWL.

The measures taken to accommodate any proposed undergrounding of transmission lines shall be set out in the Outline Plan or Plans prepared in accordance with Condition DC.7.

Design – New Network Utilities Opportunities

NU.2

The Requiring Authority shall consult with Network Utility Operators during the detailed design phase to identify opportunities to enable, or to not preclude, the development of new network utility and telecommunications facilities within the Project, where practicable to do so.

The consultation undertaken, opportunities considered, and whether or not they have been incorporated into the detailed design, shall be summarised in the Outline Plan or Plans prepared in accordance with Condition DC.7.

Utilities Management Plan

NU.3

(a) The Requiring Authority shall prepare and implement a **Network Utilities Management Plan (NUMP)**. The NUMP shall be prepared in consultation with the Network Utility Operators who have existing assets that are directly affected by the Project.

(b) The purpose of the NUMP is to ensure that the design and construction of the Project takes account of, and includes measures to, address the safety, integrity, protection and (where necessary) the relocation of existing network utilities.

(c) The NUMP shall include methods and measures to:

(i) Ensure that network utilities can be accessed for maintenance at all reasonable times, or emergency works at all times, during construction activities;

(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 high voltage transmission lines through the Project area; and

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 high voltage transmission lines through the Project area ; and

(iii) Ensure that no activity is undertaken during construction that would result in ground vibrations, ground instability and/or ground settlement likely to cause material damage to network utilities.

(d) Demonstrate compliance with relevant standards and Codes of Practice including:

i) NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances 2001; and

ii) AS/NZS 4853:2012 Electrical hazards on Metallic Pipelines.

(e) The NUMP shall also include the specific matters set out in Conditions NU.5 – NU.9.

(f) At least 40 working days prior to commencement of Construction Works affecting a network utility, the Requiring Authority shall provide a draft of the NUMP to the relevant Network Utility Operator for review and comment. The NUMP shall describe how the input from the Network Utility Operator in relation to its assets has been incorporated. The Requiring Authority shall consider any comments received from the Network Utility Operator when finalising the NUMP.

(g) Any amendments to the NUMP related to assets of a Network Utility Operator shall be prepared in consultation with that asset owner.

NU.4

A copy of the NUMP shall be provided to the Manager for information at least 20 working days prior to the commencement of any Enabling Works or Commencement of Construction where those enabling or Construction Works impact on network utilities.

NU.5

(a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the following transmission lines:

(i) Māngere-Mt Roskill A 110 kV Line;

(ii) Penrose – Mt Roskill A 110 kV Line; and

(iii) Henderson – Ōtāhuhu A 220 kV Line.

(b) The NUMP shall include:

(i) Details of any dispensations and associated procedures, methods and measures agreed with Transpower for construction works that cannot meet *New Zealand Electrical Code of Practice for Electrical Safe Distances 2001*

(NZECP 34:2001) or any subsequent revision of the code;

(ii) For all other works, procedures, methods and measures to demonstrate how construction works will meet the safe distances within the NZECP 34:2001 or any subsequent revision of the code and including specific measures and methods relating to:

- Excavation or disturbance of the land around any Transpower transmission support structures under Clause 2.2.3;
- Building to conductor clearances under Section 3;
- Depositing of material under or near overhead electric lines under Clause 4.3.1;
- Mobile plant or load to Transpower transmission lines under Clause 5.2;
- People to conductor clearances; and
- Warning notices during use of mobile plant in proximity of overhead lines under Clause 5.

(iii) Details of measures to control induction and transferred voltages and Earth Potential Rise where use of conductive material for road infrastructure or relocated network utilities is within 12 metres of the outer foundations of any transmission tower or proposed tower or monopole;

(iv) Details of areas within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles;

(v) Details of contractor training for those working near transmission lines and other assets; and

(vi) Provision for Transpower involvement in contractor briefings for works involving the following:

- Works within 12m of any Transpower overhead transmission line support structure;
- Works within the maximum extent of line swing (at maximum operating temperature) of any Transpower overhead transmission line; and
- Works within 20m of or encroaching into the Southdown Rail Supply Substation.

NU.6

(a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the following Watercare assets:

(i) Hunua 1 at Sylvia Park Road/Great South Road intersection;

(ii) Sylvia Park watermain;

(iii) Hunua 3 transmission watermain;

(iv) Hunua 4 transmission watermain;

(v) Eastern Interceptor Westfield Siphon; and

(vi) Onehunga Harbour Road watermain.

(b) The NUMP shall:

(i) Demonstrate how construction works will meet safety procedures required by Watercare for works within the vicinity of its assets; and

(ii) Describe the areas within which additional management measures are required; and

(iii) Describe the process for obtaining approval from Watercare before works commence within close proximity to Watercare assets under the *Water Supply and Wastewater Network Bylaw 2015*.

NU.7

(a) The NUMP shall include procedures, methods and measures to manage effects of the construction works on the First Gas East Tamaki to Taupaki Gas Pipeline.

(b) The NUMP shall demonstrate how construction works will meet First Gas operating standards and codes including:

- AS2885: Pipelines – Gas and Liquid Petroleum (Part 1 for design and Part 3 for operation and maintenance); and
- New Zealand Health and Safety in Employment (Pipelines) Regulations 1999.

NU.8

The NUMP shall include procedures, methods and measures to manage effects of the construction works on Spark assets, and in particular, shall include provisions so that:

- (a) The relocated AOHB Otāhuhu cellular site at Princes Street is fully operational prior to decommissioning of the existing AOHB Otāhuhu cellular site; and
- (b) The relocated and/or reconfigured AHAM Hamlins Hill cellular site at Great South Road is fully operational before the existing AHAM Hamlins Hill site Radio Frequency coverage is impacted by the construction of the EWL Project.

Advice Note:

Further conditions relating to network utilities located at the Southdown Site are included in the SD conditions.

Network Utility Approvals

NU.9

The Requiring Authority shall not require Auckland Transport or Network Utility Operators with existing infrastructure within the designated land to seek written consent under section 176 of the RMA for on-going access to enable work associated with the routine construction, operation and maintenance of existing assets. To the extent that written approval is required, this condition shall constitute written approval.

Advice Note:

In addition to the RMA processes, there are other additional processes and approvals applying to any work or activity that affect network utilities. The Requiring Authority may require additional approvals from Network Utility Operators prior to any works commencing in proximity to network utilities.

Mana Whenua Collaboration (MW)

Mana Whenua Group

MW.1

- (a) Six months prior to the Commencement of Construction, the Requiring Authority shall invite mandated representatives of Mana Whenua to participate in a Mana Whenua Group (MWG).
- (b) The purpose of the MWG is to facilitate engagement between the Requiring Authority and Mana Whenua in respect of the activities authorised by this designation.
- (c) The group will include invited representatives from:
 - (i) Ngāi Tai Ki Tāmaki;
 - (ii) Ngāti Maru;
 - (iii) Ngāti Paoa;
 - (iv) Ngāti Tamaoho;
 - (v) Ngāti Te Ata Waiohua;
 - (vi) Ngāti Whātua Ōrākei;
 - (vii) Te Ahiwaru;
 - (viii) Te Ākitai Waiohua;
 - (ix) Te Kawerau ā Maki; and
 - (x) Te Rūnanga o Ngāti Whātua.
- (d) The MWG will hold regular meetings (at least three monthly) throughout the construction period. The MWG shall continue until six months after Completion of Construction. The frequency and duration of the meetings can be reduced or increased where the majority of the members of the group agree.
- (e) The Requiring Authority shall record the main points arising from each meeting of the MWG, and shall provide a copy of that record to the meeting invitees within a reasonable time following the meeting.
- (f) The Requiring Authority shall be responsible for all reasonable costs associated with the resourcing of the MWG.

MW.2

The MWG will be provided opportunities to review and comment on the following (amongst other things):

- (a) The ULDMP, with particular reference to design elements of the following features:

- i) Works in the vicinity of Te Hōpua a Rangī including how Mana Whenua artworks or design themes are incorporated and delivered into that design and nomination of an artist to design the artwork referred to in Condition LV.5B;
 - ii) Design of the reclamation, coastal paths and boardwalk along the Māngere Inlet.
 - iii) Landscape treatment (including plant species, plant sources and planting methodology), alignment and design of the recreation walkway, interpretive signage and other amenities along the Māngere Inlet foreshore recreation walkway;
 - iv) Aesthetic design through the upper reaches of the Māngere Inlet (Anns Creek), including reflection of the Kāretu Portage in the design of the viaduct and interpretive signage;
 - v) Design associated with the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park Road), including reflection of the historic Kāretu Portage in design of this feature;
 - vi) Structures in the vicinity of the waahi tapu at Mt Wellington Interchange; and
 - vii) Design of the Ōtāhuhu Creek bridges and in particular the treatment beneath these structures to reflect and respond to the Ōtāhuhu portage.
- (b) The Heritage Management Plan (as required by designation Condition HH.3) including details of Mana Whenua construction monitoring for sites identified as having significance to the Mana Whenua Group (including but not limited to Te Hōpua a Rangī, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek);
- (c) Accidental Discovery Protocol (as required by designation Condition HH.2);
- (d) The ECOMP (as required by consent Condition EM.1) including the detail of ecological restoration planting along the northern shoreline of the Māngere Inlet, Anns Creek and Ōtāhuhu Creek;
- (e) The CEMP and Coastal Works CEMP (as required by consent Conditions RC.10 and C.4), including details on site inductions, training programme(s) and tikanga for construction works (particularly for works in sensitive areas such as Te Apunga o Tainui at Mt Wellington Interchange) to respond to matters of significance to Mana Whenua; and
- (f) Results of environmental monitoring prior to and during construction as required by conditions of the designation and related resource consents (e.g. water and leachate design performance monitoring under Condition C.1H and the scientific analysis of material of geological interest from the cut into the Te Hōpua a Rangī tuff ring under Condition HH.8), including information to support cultural monitoring requirements.

Cultural Monitoring Plan (Construction)

MW.3

Prior to the Commencement of Construction, a **Cultural Monitoring Plan** or plans shall be prepared by a person endorsed by the Mana Whenua Group.

MW.4

The purpose of the Cultural Monitoring Plan is to set out the agreed cultural monitoring requirements and measures to be implemented during construction activities, to acknowledge the historic and living cultural values of the area to Mana Whenua and to minimise potential adverse effects on these values.

MW.5

The Cultural Monitoring Plan shall include (but not be limited to):

- (a) Requirements for formal dedication or cultural interpretation to be undertaken prior to works commencing in areas identified as having significance to Mana Whenua (including but not limited to Te Hōpua a Rangī, Anns Creek and foreshore, Mt Wellington Interchange area, Ōtāhuhu Creek);
- (b) Requirements and protocols for cultural inductions;
- (c) Identification of sites and areas where cultural monitoring is required during particular Construction Works;
- (d) Identification of any other specific activities requiring cultural monitoring (e.g. implementation of spill contingency measures or specific works in the CMA);
- (e) Identification of personnel nominated by Mana Whenua to undertake cultural monitoring, including any geographic definition of their responsibilities;
- (f) Details of personnel nominated by the Requiring Authority and Mana Whenua to assist with management of any issues identified during cultural monitoring, including implementation of the Accidental Discovery Protocol developed under Condition HH.2;

(g) Identification of any opportunities and intent from Mana Whenua to reuse excavated natural material from the EWL Trench at Te Hōpua a Rangī, and if so, proposed measures to achieve this; and

(h) Details of any pre-construction monitoring that may assist Mana Whenua in their monitoring role (e.g. avifauna monitoring, baseline water quality monitoring).

Historic Heritage (HH)

Archaeology

HH.1

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HH.2

The Requiring Authority shall prepare an Accidental Discovery Protocol for any accidental archaeological discoveries which occur during Construction Works.

The Accidental Discovery Protocol shall be consistent with Auckland Unitary Plan Accidental Discovery Rule in Standard E.11.6.1, and E.12.6.1.

The Accidental Discovery Protocol shall be prepared in consultation with the Mana Whenua Group and modified to reflect the site specific Project detail.

The Accidental Discovery Protocol shall be implemented throughout the Construction Works.

Heritage Management Plan

HH.3

(a) Prior to Commencement of Construction, the Requiring Authority shall prepare and implement a **Heritage Management Plan** (HMP)

(b) The purpose of the HMP is to identify procedures and practices to be adopted to protect, as far as reasonably practicable, historic heritage and remedy and mitigate any residual effects.

(c) The HMP shall be implemented throughout Construction Works.

HH.4

The HMP shall be prepared by a Suitably Qualified Person in consultation with Council, HNZPT and Mana Whenua, and shall identify:

(a) Known historic heritage within the designation boundary;

(b) Any pre-1900 areas covered by an Archaeological Authority under the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA);

(c) Roles, responsibilities and contact details of personnel and/or relevant agencies (including but not limited to Auckland Council, New Zealand Police, HNZPT, and mana whenua representatives) involved with historic heritage matters including surveys and monitoring of conditions;

(d) Methods for identifying avoiding, protecting and/or minimising effects on historic heritage during construction where practicable in line with the ICOMOS NZ Charter and including construction methods that minimise vibration;

(e) Details for recording and salvage prior to removal of the historic railway bridge and tunnel located adjacent to Onehunga Harbour Road. The recording and salvage shall be aligned, as appropriate, with the Salvage and Conservation Heritage Plan for the proposed removal of the 1875/1915 Māngere Bridge (being part of a separate works project planned by the NZ Transport Agency).

(f) Training requirements for contractors and subcontractors on historic heritage areas/features within the designation boundary and any accidental discovery protocols. The training shall be undertaken under the guidance of a Suitably Qualified Person and representatives of the Mana Whenua Group;

(g) Cultural inductions for site/places of importance to Mana Whenua;

(h) Proposed methodology for assessing the condition of historic heritage, and the means to mitigate any adverse effects (if any) on the built heritage features listed in Condition HH.5, including allocation of resources and the timeframe for implementing the proposed methodology in accordance with *Heritage New Zealand guideline AGS 1A: Investigation and Recording of Buildings and Standing Structures for assessing and recording built heritage*

dated 4 July 2014 (or any subsequent revision); and

(i) Proposed methodology for documentation of historic heritage exposed during construction and the recording of these sites in the Auckland Council Cultural Heritage Inventory (www.chi.net/Home.aspx).

HH.4A

Electronic copies of all historic heritage reports relating to historic heritage investigations (evaluation, excavation and monitoring etc.), including interim reports, shall be submitted to the Manager as soon as they are produced.

Advice note:

HNZPTA provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. All archaeological sites are protected by the provisions of the Act (section 42). It is unlawful to modify, damage or destroy an archaeological site without prior authority from HNZPT. An Authority is required whether or not the land on which an archaeological site may be present is designated, a resource or building consent has been granted, or the activity is permitted under Unitary, District or Regional Plans.

According to the Act (section 6) archaeological site means, subject to section 42(3) –

a) any place in New Zealand, including any building or structure (or part of a building or structure), that –

i. was associated with human activity that occurred before 1900 or is the site of the wreck of any vessel where the wreck occurred before 1900; and

ii. provides or may provide, through investigation by archaeological methods, evidence relating to the history of New Zealand; and

b) includes a site for which a declaration is made under section 43(1)

It is the responsibility of the Requiring Authority to consult with HNZPT about the requirements of the Act and to obtain the necessary Authorities under the Act should these become necessary, as a result of any activity associated with the consented proposals.

For information please contact the HNZPT Northern Regional Archaeologist – 09 307 0413 / archaeologistMN@historic.org.nz.

Built Heritage Features – Condition Survey

HH.5

(a) Subject to receiving the owners written approval, a building condition survey shall be undertaken by a Suitably Qualified Person for the following built heritage structures prior to the Commencement of Construction in the vicinity of those structures:

(i) The Aotea Sea Scouts Hall at 1 Orpheus Drive and stone walls including an inventory and photographic survey of the interior fittings;

(ii) The Landing at 2 Onehunga Harbour Road;

(iii) The Extent of Place as identified in the Auckland Unitary Plan (Operative in Part) and any contributing buildings on Onehunga Wharf at 55 Onehunga Harbour Road;

(iv) The Waikaraka Park stone walls in the following locations:

- along the southern boundary between Waikaraka Park and the EWL Main Alignment;
- along the western boundary at Alfred Street; and
- along the eastern boundary at Captain Springs Road.

(v) The Waikaraka Park stone caretakers' cottage on Captain Springs Road.

(b) The purpose of the survey is to determine the pre-construction condition, context and physical features of the built heritage structures to form the basis of construction monitoring.

(c) The outcome of the survey shall be provided to the building owner within 20 working days following completion of the survey and a copy shall be provided to the Manager.

(d) Regular visual inspections of the built heritage structures shall also be undertaken during periods of construction activity that have the potential to result in significant vibration. The visual inspection shall be undertaken at a

frequency appropriate to the nature and duration of the construction activity.

(e) A post-construction condition survey shall be undertaken within 3 months following Completion of Construction in the vicinity of the built heritage feature. The outcome of the survey shall be provided to the building owner following completion of the survey and a copy shall be provided to the Manager.

(f) If any damage occurs that is verified as attributable to the Construction Works, the Requiring Authority shall (with the agreement of the building owner and subject to any additional approval required) make good the damage and advise the Manager of the work undertaken.

HH.6

The Requiring Authority is deemed to have complied with Condition HH.5 if:

(a) The Requiring Authority has written to the building owner offering the structural condition survey and the owner did not accept the Requiring Authority's offer within three months of the date of the Requiring Authority's written offer;
or

(b) The built heritage feature owner cannot, after reasonable enquiry, be found.

Aotea Sea Scout Hall – Conservation Plan

HH.7

The Requiring Authority shall update the Conservation Plan for the Aotea Sea Scout Hall contained in the document titled *Aotea Sea Scouts Building Conservation Plan, 19 February 2007, Revision: FINAL DRAFT, MHX REF:X025.*

The update shall consider the following:

- (a) Any changes to history and narrative as a result of new information;
- (b) Statements of heritage value;
- (c) Review current condition including any changes, deterioration or loss of heritage fabric;
- (d) Document any maintenance or repairs undertaken; and
- (e) Review of policy regarding use of the building.

The updated Conservation Plan shall also include:

- (i) A structural and condition survey, a schedule of recommended prioritised conservation repair and maintenance work, and preliminary cost estimates; and
- (ii) An assessment of works required to provide a wastewater connection.

The updated Conservation Plan shall be submitted to the Manager for information at the same time as the submission of the Heritage Management Plan prepared under Condition HH.3.

HH.7A

(a) The recommendations of the updated Conservation Plan shall be discussed with the landowner(s), building owner, HNZPT and Auckland Council's Heritage Unit.

(b) The Requiring Authority, in consultation with the parties identified in (a) above shall identify which recommendations of the updated Conservation Plan will be implemented (in part or in full) as part of the Project. For example, this could include prioritised conservation repair and maintenance works and / or a wastewater connection.

Subject to the agreement of the building owner and/or the landowner(s), and the grant of any required statutory approvals, the Requiring Authority shall implement any works identified in (b) above, prior to or within 12 months of Completion of Construction.

Geological Heritage

HH.8

The Requiring Authority shall engage a Suitably Qualified Person to record the geology of the proposed cut into the Te Hōpua a Rangi tuff ring that will be undertaken to form the EWL Trench on Onehunga Harbour Road. The record may include information obtained in advance of construction (e.g. borehole logs), and / or information obtained as the cut progresses.

Provision shall be made for sampling of materials of geological interest and suitable scientific analysis. The site records and findings of further geological analysis shall be prepared in a manner which enables the information to contribute to the geological knowledge of Auckland's volcanic heritage, and shall be provided in a report to the Auckland Unitary Plan Operative in part

Manager.

Subject to compliance with site health and safety requirements, the Requiring Authority shall provide an opportunity for a Council representative with specialist interest in geological heritage to view the cutting at an appropriate time during excavations, whilst exposed natural material is visible.

Urban Design, Landscape and Visual (LV)

LV.1

The Requiring Authority shall prepare an **Urban and Landscape Design Master Plan (ULDMP)** for the Project. The ULDMP may be submitted in sectors or in parts.

The ULDMP shall be included in the Outline Plan submitted prior to the Commencement of Construction of permanent works.

A ULDMP is not required for Enabling Works and Site Investigations.

LV.2

The purpose of the ULDMP is to:

- (a) Integrate the Project's permanent works into the surrounding landscape and urban context and to illustrate the urban and landscape design elements of the Project.
- (b) Outline the requirements for the Project's permanent landscape mitigation works; and
- (c) Outline the maintenance and monitoring requirements for planting undertaken as part of the ULDMP.

LV.3

The ULDMP shall be prepared in consultation with:

- i) Council for areas of the Project to become Council assets;
- ii) Auckland Transport for areas within and adjoining local roads;
- iii) the Mana Whenua Group;
- iv) HNZPT;
- v) Landowners;
- vi) Adjacent landowners in relation to noise barriers on their boundary;
- vii) Auckland Council Heritage Unit for works within AUP Historic Heritage Overlay Extent of Place and/or affecting AUP Historic Heritage Overlay and Schedule items; and
- viii) Panuku Development Auckland for works adjacent to Onehunga Wharf.

Any comments and inputs received from the parties listed above shall be summarised within the ULDMP or supporting document, along with explanation of where any comments or suggestions have not been incorporated and the reasons why.

LV.4

The ULDMP shall be prepared by a Suitably Qualified Person and shall:

- (a) Reflect the Key Design Principles and Sector Outcomes of the Project's *Urban and Landscape Design Framework* dated November 2016 and the Addendum dated December 2016 (hereafter referred to as the ULDF);
- (b) Be prepared in general accordance with the following (or equivalent update):
 - i) NZ Transport Agency's *Urban Design Guidelines: Bridging the Gap* (2013); and
 - ii) NZ Transport Agency Landscape Guidelines (final draft dated 2014); and NZ Transport Agency's *P39 Standard Specification for Highway Landscape Treatments*, 2013; and
- (c) Be integrated with the ULDMP for the areas of the Project within the Coastal Marine Area, and, where relevant, the Ecological Management Plan, both plans to be prepared in accordance with conditions of the resource consents granted for the Project.

LV.5

The ULDMP shall demonstrate how the Sector-Specific Outcomes in Chapter 5 of the ULDF have been incorporated and shall include the following:

- (a) Design that describes and illustrates the overall urban and landscape design concept, and explains the rationale for the landscape and urban design proposal if different from the ULDF concepts;
- (b) Developed design details for the urban and landscape design features. These shall cover the following:
- i) Roadside furniture – elements such as lighting, sign gantries and signage, guard rails, fences and median barriers;
 - ii) Architecture and landscape treatment of all major structures, including bridges, structures, underpasses and retaining walls;
 - iii) Architecture and landscape treatment of noise barriers;
 - iv) Land use re-instatement following construction;
 - v) Landscape treatment of permanent stormwater management wetlands and swales;
 - vi) Integration of passenger transport facilities;
 - vii) Pedestrian and cycle facilities including paths, road crossings and dedicated pedestrian/ cycle bridges or underpasses;
 - viii) Features (such as interpretive signage) for the purpose of identifying and interpreting cultural heritage, built heritage, archaeology, geological heritage and ecology in the Project area;
 - ix) Proposed maintenance boundaries;
 - x) Consideration of:
 - Crime Prevention Through Environmental Design (CPTED) principles;
 - Safety in Design (SID) requirements;
 - Maintenance requirements and anti-graffiti measures; and
 - Protected viewshafts, character areas and protected heritage sites, structures or features, as identified in the Auckland Unitary Plan.

The ULDF shall also describe how road design elements such as median width and treatment, roadside width and treatment, and earthworks contouring, have taken into account the Sector-Specific Outcomes in Chapter 5 of the ULDF.

LV.5A

The ULDF shall include the following information in relation to works in the vicinity of the Aotea Sea Scouts Building:

- (a) Design details for the area surrounding the Aotea Sea Scout Building to achieve the design outcomes set out in Section 5.1 of the ULDF. These shall cover the following:
- i) Continued vehicular access to the building from Orpheus Drive, with sufficient curtilage for parking to support ongoing use of the building;
 - ii) Retaining uninterrupted views towards the building from public areas along the Manukau Harbour edge;
 - iii) Acknowledgement and interpretation of the history of the building;
 - iv) Design treatment of the retaining walls immediately opposite to acknowledge or recall the history of the building;
 - v) Interpretive signage as required by LV.5(b)(viii);
 - vi) Landscaping to soften interface with the road environment; and
 - vii) Detailing / finish of walls to respond to heritage context.
- (b) Identified opportunities for public parking on Onehunga Harbour Road within proximity to the Aotea Sea Scouts Building. The design of any new parking areas shall be integrated with the outcomes to be achieved in Condition LV.5C.

LV.5B

- (a) The ULDF shall include developed design details for a commissioned artwork that is to highlight the circular form of the Te Hōpua a Rangi crater and emphasise Te Hōpua a Rangi as a landmark. The artwork:
- i) Shall not compromise the use of the park for sports fields;
 - ii) Shall respond to opportunities to recognise the cultural values of the site as identified by the Mana Whenua Auckland Unitary Plan Operative in part

Group; and

iii) Shall accentuate the legibility of the natural landform, and avoid modification of the natural ground in the area identified in the Auckland Unitary Plan as Outstanding Natural Feature. For the avoidance of doubt, this does not exclude excavation for foundations and the like into areas that have been landfilled or otherwise modified;

(b) Subject to agreement of the landowner(s) for the artwork to be located on land outside of the designation, the Requiring Authority shall install the artwork within 12 months of Completion of Construction in this sector. In the event that the landowner does not agree to the artwork, the Requiring Authority shall develop design details and implement an alternative artwork which best emphasises Te Hōpua a Rangī as a landmark.

LV.5C

The ULDMP shall include developed design details for the EWL Trench and EWL Land Bridge and immediately adjacent land to achieve the following outcomes:

(a) Provide a generous connection between the vicinity of The Landing (2 Onehunga Harbour Road) and Onehunga Wharf, with the length of the EWL Land Bridge (i.e. the distance between its western and eastern end) to be a minimum of 80m and a maximum of 110m. In determining the appropriate length of the Land Bridge, the Requiring Authority shall take account of the outcomes in (b) to (f) below, along with the following technical considerations:

(i) design to retain the vertical alignment of the EWL trench, maintaining appropriate gradients between the trench and the bridge over SH20 (to the west) and Galway Street intersection (to the east);

(ii) design to avoid Dangerous Goods Vehicles from being prevented from using the EWL trench;

(iii) design to avoid the trench being classified as a tunnel to the extent that forced ventilation / deluge systems / active monitoring or similar would be required, with the design input to include a Fire Life Safety Assessment;

(iv) retention of Onehunga Harbour Road in its current (or similar) vertical alignment to maintain appropriate gradients of the local road,

(v) design to minimise ongoing operation and maintenance requirements; and

(vi) minimise visual severance on either side of the land bridge, including between Onehunga Harbour Road and the harbour and wharf, and between Gloucester Park South and the rim of Te Hōpua a Rangī.

(b) Provide for local traffic over the EWL Trench accessing Onehunga Wharf, including heavy vehicle access;

(c) Enhance pedestrian and cycle access, including to Old Māngere Bridge, Onehunga Wharf, Taumanu, EWL, and Onehunga town centre;

(d) Incorporate appropriate parking facilities and service vehicle access to Gloucester Park South;

(e) Incorporate appropriate vehicle crossings and driveways to maintain access to private land on Onehunga Harbour Road;

(f) Respond to the historic context of the former Manukau Tavern (now The Landing at 2 Onehunga Harbour Road) and the Onehunga Wharf, aligning the land bridge between the two to reference their historic relationship and heritage values including interpretive signage as required by LV.5(b)(viii) ;

(g) Where practicable, acoustic treatment within the EWL Trench (e.g. surface treatment on the trench walls) to manage operational noise effects from traffic in the EWL Trench on pedestrians, cyclists and users of adjacent public areas.

(h) Not preclude and where practicable accommodate a bus lane from the SH20 northbound off-ramp connecting to Onehunga Harbour Rd in the vicinity of The Landing.

The design details for the EWL Land Bridge shall be developed in a collaborative design process in accordance with Condition DC.11A.

LV.5D

The ULDMP shall include developed design details for the pedestrian and cycle connection between Onehunga Wharf and the eastern extent of Taumanu Reserve to achieve the following outcomes:

(a) A minimum of 4m width, with occasional wider sections where practicable for amenity features such as lookouts or seating; and

(b) Planting or other landscape treatment where practicable, to soften hard edges and integrate with the coastal environment.

LV.5E

The ULDMP shall include developed design details for the pedestrian and cycle connection between Onehunga Mall and Onehunga Harbour Road / Old Māngere Bridge (including the existing or replacement Old Māngere Bridge) to achieve the following outcomes:

- (a) A primary route by way of Onehunga Mall and an underpass beneath SH20, that is:
 - (i) Legible as the primary route;
 - (ii) As direct as possible, and has sightlines as open as possible;
 - (iii) Incorporates a high amenity streetscape in Onehunga Mall;
 - (iv) Addresses amenity and CPTED matters in the underpass; and
 - (v) Incorporates a minimum 5m wide bridge over the EWL Trench, with design details that provide a sense of separation from the EWL Main Alignment;
- (b) An alternative route adjacent to Onehunga Harbour Road that addresses amenity and CPTED matters beneath the SH20 bridge.

LV.5F

The ULDMP shall include developed design details for works at the southern boundary of Waikaraka Cemetery and Waikaraka Park South to achieve the following outcomes:

- (a) A high quality urban design and landscape treatment between the EWL Main Alignment and Waikaraka Cemetery and Waikaraka Park South to:
 - i) Soften views of the EWL Main Alignment from within the Cemetery and Park;
 - ii) Maintain a sense of separation from the EWL Main Alignment;
 - iii) Incorporate elevated areas or features from which views are available over Māngere Inlet;
 - iv) Reflect the built and landscape features of the historic heritage within the Extent of Place (such as existing rock walls and pohutukawa) and include interpretive signage as required by LV.5(b)(viii);
 - v) Incorporate measures to mitigate operational noise effects from traffic on the EWL Main Alignment on visitors to the Cemetery with a target to achieve 50 dB L_{Aeq} when measured within the boundary of the Cemetery unless impracticable to do so in which case achieve Best Practicable Option taking into account the outcomes in (i) to (iv) above.
- (b) Integrated urban design and landscape treatment which takes into account engineering considerations such as groundwater and stormwater management;
- (c) Integration with pedestrian and cycle connections to the west and east of the Cemetery and Park, and along and across the EWL Main Alignment; and
- (d) Integration with parking to be retained in Waikaraka Cemetery.

The design details shall take into account the future sports fields to be developed by Council in Waikaraka Park South, and shall integrate with any works forming part of the Waikaraka Park Reinstatement Plan prepared in accordance with Condition ROS.6.

LV.5G

The ULDMP shall include the following developed design details in relation to the EWL Main Alignment along the Māngere Inlet foreshore:

- (a) Design details for the section of the EWL Main Alignment along the Māngere Inlet foreshore between Galway Street to mid-way between Captain Springs Road and Ports Link Road, with the purpose of those details being to ensure the design for this section of the road has an urban arterial character, and differs in character from the balance of EWL recognising its urban harbour frontage. This outcome could be achieved by incorporating design elements such as:
 - (i) Different road surface material;
 - (ii) No median barrier;
 - (iii) 60 kph posted speed limit;
 - (iv) A succession of elements on either side of the EWL Main Alignment, perpendicular to the highway, to

create a visual transition to a slower speed environment (gateway structures);

(v) Wide promenade footpath on the outer edge;

(vi) Distinctive footpath details;

(vii) Bespoke street furniture;

(viii) Street trees; and

(ix) City street lights.

(b) The design details shall integrate with proposed road embankment, landscape and amenity features, access, and stormwater treatment areas to be constructed in the Coastal Marine Area as part of the Project and as authorised by coastal permits granted for the Project.

LV.5H

The ULDM shall include design details for the Kāretu Portage Path (an elevated shared path from west of Great South Road and along Sylvia Park Road), which achieve the design outcomes set out in Section 5.3 and 5.4 of the ULDF Addendum dated December 2016.

LV.6

The ULDM shall include the following planting details:

(a) Identification of vegetation to be retained (including trees identified in accordance with Condition TR.1), protection measures, and planting to be established along cleared edges;

(b) Details of the sourcing of native plants. Any planting using native plants shall use plants genetically sourced from the Tamaki Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the Auckland Ecological Region;

(c) Proposed planting including plant species, plant/grass mixes, spacing/densities, sizes (at the time of planting) and layout and planting methods including trials;

(d) Planting programme – 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 Construction Works in each stage of the Project;

(e) Detailed specifications for landscape planting relating to (but not limited to) the following:

i) Weed control and clearance;

ii) Pest animal management;

iii) Ground preparation (topsoiling and decompaction);

iv) Mulching; and

v) Plant sourcing and planting, including hydroseeding and grassing;

(f) The detailed specifications above are to be consistent with the ECOMP required by Condition EM.1 and with planting plans for the stormwater treatment wetlands required by Condition SW.1.

(g) For any landscape planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 2 years following that planting being undertaken; and

(h) For any ecological restoration planting, a maintenance regime including monitoring and reporting requirements, which is to apply for the 5 years following that planting being undertaken.

LV.7

Planting shall be implemented:

(a) Wherever practicable prior to Commencement of Construction; or

(b) As soon as areas become available for planting due to the progress of the works and seasonal conditions; and/or

(c) Within twelve months of Completion of Construction, unless the seasonal timing of works makes some planting impracticable, in which case such planting shall be completed no later than twenty four months after Completion of Construction.

LV.8

Where the Requiring Authority installs noise barriers immediately adjacent to residential properties between Panama Road and the southern extent of the works, it shall offer to undertake planting to soften the appearance of the barrier.

The offer shall be made no later than 3 months prior to Completion of Construction. If the offer is not accepted by a property owner within that timeframe, this condition is deemed to have been complied with.

Trees (TR)

TR.1

Arboricultural assessments shall be carried out prior to Commencement of Construction to assess if any existing trees within the construction area are worthy of retention or relocation and if it is practicable to retain or relocate those trees.

The assessment shall include a survey of trees prior to the Commencement of Construction within parks, reserves and local roads to inform the replacement of these trees in accordance with Condition TR.2. The survey methodology shall be provided to the Manager for certification.

If retention or relocation of a tree is determined appropriate, specific tree protection/management measures shall be developed and implemented throughout the Construction Works so that health of the trees is not adversely affected. Where any retained or relocated trees are located on Council owned land (including Council owned open space and road reserve), the Council's nominated arborist shall be consulted regarding appropriate tree protection/management measures.

TR.2

Trees within parks, reserves and local roads that require removal for the Project shall be replaced with trees of suitable/comparable species and size to achieve comparable canopy footprint after 10 years in a location agreed with Council (for parks and reserves) or Auckland Transport (for local roads and paths). Details of the location, species and size of the replacement trees shall be included in the ULDMP prepared in accordance with Condition LV.1.

TR.3

Where any works occur within the dripline of a notable tree or trees within a Historic Heritage Overlay Extent of Place (as identified in the maps of the AUP), those works shall be undertaken in accordance with best arboricultural practice and the methodology for the works submitted to the Manager for certification.

Traffic Noise (Operation) (ON)

ON.1

For the purposes of Conditions ON.2 to ON.14:

- (a) BPO – means the Best Practicable Option;
- (b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads;
- (c) Habitable Space – has the same meaning as in NZS 6806;
- (d) Noise Assessment – Means the *Traffic Noise and Vibration Assessment Report* (Technical Report 7) submitted with the NoR;
- (e) Noise Criteria Categories – means the groups of preference for sound levels established in accordance with NZS 6806 when determining the BPO for noise mitigation (i.e. Categories A, B and C);
- (f) NZS 6806 – means New Zealand Standard NZS 6806:2010 Acoustics – Road- traffic noise – New and altered roads;
- (g) P40 – means NZ Transport Agency NZTA P40:2014 Specification for noise mitigation;
- (h) PPFs – means only the premises and facilities identified in green, orange or red in the *Noise Assessment*; and
- (i) Structural Mitigation – has the same meaning as in NZS 6806.

Structrual Mitigation

ON.2

The road-traffic noise mitigation measures identified as the 'Recommended Traffic Noise Mitigation' in the *Noise Assessment* must be implemented to achieve the Noise Criteria Categories indicated in the *Noise Assessment* ('Identified Categories'), where practicable and subject to Conditions ON.3 to ON.14.

Auckland Unitary Plan Operative in part

ON.3

Prior to Commencement of Construction, a Suitably Qualified Person must undertake the detailed design of the Structural Mitigation measures in the *Noise Assessment* (the 'Detailed Mitigation Options'), which, subject to Condition ON.4, must include at least:

- (a) Noise barriers with location, length and height in general accordance with the *Noise Assessment*, and
- (b) Low noise road surfaces with location in general accordance with the *Noise Assessment*.

ON.4

If it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the *Noise Assessment*, a changed design can be included in the Detailed Mitigation Options if either:

- (a) the changed design would result in the same Identified Category at all PPFs or better, and a Suitably Qualified Person certifies to the Manager that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806; or
- (b) the changed design would result in an increase in the noise level at any PPF of greater than 2dB and the Manager confirms that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806.

Noise Mitigation Design Report

ON.5

Prior to Commencement of Construction, a **Noise Mitigation Design Report** written in accordance with NZ Transport Agency *P40 Specification for Noise Mitigation 2014* must be provided to the Manager.

The purpose of the Noise Mitigation Design Report is to confirm that the Detailed Mitigation Options meet the requirements of ON.2-ON.4. The Noise Mitigation Design Report shall include confirmation that consultation has been undertaken with affected property owners for site specific design requirements and the implementation programme.

Where a Noise Mitigation Design Report is required, it shall be included in the Outline Plan for the relevant stage(s) of the Project.

ON.6

The Detailed Mitigation Options must be implemented prior to Completion of Construction, with the exception of any low-noise road surfaces, which must be implemented within twelve months of Completion of Construction.

ON.7

Within twelve months of Completion of Construction, a post-construction review report written in accordance with NZ Transport Agency *P40 Specification for Noise Mitigation 2014* must be provided to the Manager.

ON.8

The Detailed Mitigation Options must be maintained so they retain their noise reduction performance as far as practicable.

ON.9

Prior to Commencement of Construction, a Suitably Qualified Person must identify those PPFs which, following implementation of all the Detailed Mitigation Options, will not achieve Noise Criteria Category A or B and where Building-Modification Mitigation might be required to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces ('Category C Buildings').

ON.10

Prior to Commencement of Construction in the vicinity of each Category C Building, the Requiring Authority must write to the owner of the Category C Building requesting entry to assess the noise reduction performance of the existing building envelope. If the building owner agrees to entry within twelve months of the date of the Requiring Authority's letter, the Requiring Authority must instruct a Suitably Qualified Person to visit the building and assess the noise reduction performance of the existing building envelope.

ON.11

For each Category C Building identified, the Requiring Authority is deemed to have complied with Condition ON.10 if:

- (a) The Requiring Authority's acoustics specialist has visited the building; or

- (b) The building owner agreed to entry, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant and the building owner has been notified of that denial); or
- (c) The building owner did not agree to entry within twelve months of the date of the Requiring Authority's letter sent in accordance with Condition ON.10 (including where the owner did not respond within that period); or
- (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction.

If any of (b) to (d) above apply to a Category C Building, the Requiring Authority is not required to implement Building-Modification Mitigation to that building.

ON.12

Subject to Condition ON.11, within six months of the assessment required by Condition ON.10, the Requiring Authority must write to the owner of each Category C Building advising:

- (a) If Building-Modification Mitigation is required to achieve 40 dB L_{Aeq(24h)} inside habitable spaces; and
- (b) The options available for Building-Modification Mitigation to the building, if required; and
- (c) That the owner has three months to decide whether to accept Building-Modification Mitigation to the building and to advise which option for Building-Modification Mitigation the owner prefers, if the Requiring Authority has advised that more than one option is available.

ON.13

Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of a Category C Building, the mitigation must be implemented, including any third party authorisations required, in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

ON.14

Subject to Condition ON.11, where Building-Modification Mitigation is required, the Requiring Authority is deemed to have complied with Condition ON.13 if:

- (a) The Requiring Authority has completed Building-Modification Mitigation to the building; or
- (b) An alternative agreement for mitigation is reached between the Requiring Authority and the building owner; or
- (c) The building owner did not accept the Requiring Authority's offer to implement Building-Modification Mitigation within three months of the date of the Requiring Authority's letter sent in accordance with Condition ON.12 (including where the owner did not respond within that period); or
- (d) The building owner cannot, after reasonable enquiry, be found prior to Completion of Construction.

Construction Noise and Vibration (CNV)

CNV.1

A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared by a Suitably Qualified Person, and shall be implemented and maintained throughout the entire construction period.

The purpose of the CNVMP is to provide a framework for the development and implementation of Best Practicable Option for the management of construction noise and vibration effects, and to minimise any exceedance of the construction noise and vibration criteria set out in Conditions CNV.4 and CNV.5.

CNV.2

- (a) The CNVMP shall be prepared in accordance with Annex E2 of New Zealand Standard NZS6803:1999 'Acoustics – Construction Noise' (NZS6806:1999) and the NZ Transport Agency's *State highway construction and maintenance noise and vibration guide* (version 1.0, 2013).
- (b) The CNVMP shall, as a minimum, address the following:
 - (i) Description of the works, anticipated equipment/processes and their scheduled durations;
 - (ii) Hours of operation, including times and days when construction activities would occur;
 - (iii) The construction noise and vibration criteria for the project;

- (iv) Identification of affected houses and other sensitive locations where noise and vibration criteria apply;
- (v) Management and mitigation options, including alternative strategies adopting the Best Practicable Option where full compliance with the relevant noise and/or vibration criteria cannot be achieved;
- (vi) A procedure for developing and implementing the management plans (as required by conditions CNV.6A, CNV.7A and CNV.7B) forming part of this CNVMP;
- (vii) Methods and frequency for monitoring and reporting on construction noise and vibration;
- (viii) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities, the period of construction activities, and handling noise and vibration complaints;
- (ix) Identification of major construction work areas and activities which are anticipated to generate noise and / or vibration levels which will require site specific management plans (in accordance with Condition CNV.6A, CNV.7A and CNV.7B) as soon as reasonably practicable, and procedures for the early engagement with the receivers;
- (x) Construction equipment operator training procedures and expected construction site behaviours;
- (xi) Contact details of the site supervisor or project manager and the Requiring Authority's Project Liaison Person (phone, postal address, email address);
- (xii) 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; and
- (xiii) Identification of businesses which operate processes, machinery or equipment that may be unreasonably disrupted by construction vibration even where the Project vibration standards are met or are sensitive to vibration due to the nature of the building materials (e.g. asbestos). For any such businesses a site specific management plan in accordance with CNV.7B shall be prepared and implemented.

CNV.3

The CNVMP shall identify which mitigation measures required by Conditions ON 1 to ON.6 would also attenuate construction noise. Where practicable, those measures identified in the CNVMP shall be implemented prior to commencing major construction works or early during construction that generate noise in the vicinity.

CNV.4

(a) Noise arising from construction activities shall be measured and assessed in accordance with NZS 6803:1999 *Acoustics - Construction Noise* and shall comply with the noise criteria set out in the following table:

Table CNV1: Construction noise criteria

| Timeframe | Time | L _{Aeq(15min)} | L _{AFmax} |
|--|---------------|-------------------------|--------------------|
| Residential buildings | | | |
| 0630 Sunday to 0630 Friday | 0630h - 0730h | 60 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 65 dB | 80 dB |
| | 2000h - 0630h | 60 dB | 75 dB |
| 0630 Friday to 0630 Saturday | 0630h - 0730h | 60 dB | 75 dB |
| | 0730h - 1800h | 70 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| 0630 Saturday to 0630 Sunday and <u>from midnight to midnight on Public Holidays</u> | 0630h - 0730h | 45 dB | 75 dB |
| | 0730h - 1800h | 55 dB | 85 dB |
| | 1800h - 2000h | 45 dB | 75 dB |
| | 2000h - 0630h | 45 dB | 75 dB |
| Commercial and industrial receivers | | | |
| All | 0730h – 1800h | 70dB | |
| | 1800h – 0730h | 75 dB | |

(b) Where compliance with the noise criteria set out in Table CNV1 is not practicable, then the methodology in Condition CNV.6A shall apply.

CNV.5

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, asfar as practicable, comply with the Category A construction vibration criteria in Table CNV2.

(a) If measured or predicted vibration from construction activities exceeds the Category A criteria, a Suitably Qualified Person must assess and manage construction vibration during those activities. This shall involve engagement with the affected receivers to:

- (i) discuss the nature of the work and the anticipated days and hours when the exceedance is likely to occur; and
- (ii) assess, where practicable, if the exceedance could be timed or managed to reduce the effects on the receiver.

(b) If measured or predicted vibration from construction activities exceeds the Category B criteria those activities may only proceed subject to Condition CNV.7A.

Table CNV2 Construction Vibration Criteria for People and Buildings

| Receiver | Details | 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 |
| Free field | Blasting - <u>airblast</u> | 120dB _{L_{Zpeak}} | - |
| Other occupied buildings | | | |
| Inside the building | Daytime 0630h - 2000h | 2mm/s _{PPV} | 5mm/s PPV |
| All other buildings | | | |
| Building foundation | | 5mm/s PPV | Tables 1 and 3 of DIN4150-3:1999** |
| Free field | <u>Airblast</u> | - | 133dB _{L_{Zpeak}} |

*For vibration, protected premises and facilities (PPFs) are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contact in-house patient facilities and buildings used as temporary accommodation (E.G. motels and hotels).

German Standard DIN 4150-3:1999 “Structural Vibration – Part 3: Effects of Vibration on Structures”

Table CNV3 Construction Vibration Criteria for buried pipework***

| Pipe material | Guideline values for velocity measured on the pipe, v_i , in mm/s |
|---|---|
| Steel (including welded pipes) | 100 |
| Clay, concrete, reinforced concrete, metal (with or without flange) | 80 |
| Masonry, plastic | 50 |

*** Based on the German Standard DIN 4150-3:1999 “Structural Vibration – Part 3: Effects of Vibration on Structures”.

CNV.6A

(a) A Site Specific Construction Noise Management Plan (SSCNMP) shall be prepared by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the SSCNMP, when construction noise is either predicted or measured to exceed the criteria in Condition CNV.4, except where the exceedance of the criteria in Condition CNV.4 is no greater than 5 decibels and does not exceed:

- i) 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months; or
- ii) 2200-0700: 1 period of up to 2 consecutive nights in any 10 days.

(b) The objective of the SSCNMP is to set out the best practicable option for the management of noise effects of

the construction activity. The SSCNMP shall as a minimum set out:

- i) Construction activity location, start and finish dates;
 - ii) The predicted noise level for the construction activity;
 - iii) Noise limits to be applied for the duration of the activity;
 - iv) The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include:
 - a. managing times of activities to avoid night works and other sensitive times;
 - b. liaising with neighbours so they can work around specific activities;
 - c. selecting equipment and methodologies to restrict noise;
 - d. using screening, enclosures or barriers;
 - e. if appropriate and reasonable, offering neighbours temporary relocation;
 - v) The proposed noise monitoring regime;
 - vi) Document the consultation undertaken with owners and occupiers of sites subject to the SSCNMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2.
- (c) The SSCNMP shall be submitted to the Manager for certification at least 5 working days, except in unforeseen circumstances, in advance of Construction Works which are covered by the scope of the SSCNMP.
- (d)** Where changes are made to a certified SSCNMP, the Requiring Authority shall consult the owners and occupiers of sites subject to the SSCNMP prior to submitting the amended SSCNMP to the Manager for certification in accordance with Clause (c). The amended SSCNMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

CNV.7A

(a) A Site Specific Construction Vibration Management Plan (SSCVMP) shall be prepared by a Suitably Qualified Person, in consultation with the owners and occupiers of sites subject to the SSCVMP, when construction vibration is either predicted or measured to exceed the Category B criteria at the receivers in Condition CNV.5

(b) The objective of the SSCVMP is to set out the Best Practicable Option for the management of construction vibration effects. The SSCVMP shall as a minimum set out:

- (i) Construction activity location, start and finish dates;
- (ii) The predicted vibration level for the construction activity;
- (iii) An assessment of each building and any pipe work to determine susceptibility to damage from vibration and define acceptable vibration limits that the works must comply with to avoid damage;
- (iv) The mitigation options that have been selected and the options that have been discounted as being impracticable and the reasons why. The mitigation options shall take into account where practicable, the use of the site and/or any operational requirements of the site. Mitigation options may include:
 - a. Phasing of vibration-generating activities;
 - b. Avoiding impact pile driving and vibratory rollers where possible in vibration-sensitive areas;
 - c. Liaising with neighbours so they can work around specific vibration generating activities;
 - d. Selecting equipment and methodologies to minimise vibration;
- (v) The proposed vibration monitoring regime;

(vi) The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have and have not been taken into account. The consultation shall be in addition to the requirements set out in Condition CS.2; and

(vii) The pre-condition survey of buildings which document their current condition and any existing damage.

(c) The SSCVMP shall be submitted to the Council for certification at least 5 working days, except in unforeseen circumstances, in advance of Construction Works which are covered by the scope of the SSCVMP.

(d) Where changes are made to a certified SSCVMP, the Requiring Authority shall consult the owners and occupiers of sites subject to the SSCVMP prior to submitting the amended SSCVMP to the Manager for certification in accordance with Clause (c). The amended SSCVMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

CNV7.B

(a) In addition to the matters in CNV.7A, a SSCVMP shall also be required in circumstances when construction vibration is predicted to adversely affect commercial activities located within 50m of Construction Works that are verified by a Suitably Qualified Person as being uniquely sensitive to construction vibration due to the nature of specialised equipment and/or the nature of the building materials (e.g. asbestos). At a minimum, a SSCVMP shall be prepared for:

(i) Stratex Group Limited site, 19 – 21 Sylvia Park Road; and

(ii) Fonterra Tip Top site, 113 Carbine Road. With respect to this site, "activities" and "processes, machinery or equipment" in Condition CNV7.B(b) includes:

- underground wet services (including stormwater drainage and wastewater);
- earthenware pipes;
- underground cabling (including 11kV and 400V power cables and associated switchboxes);
- ducted services; and
- other core underground infrastructure which the landowner has confirmed to the Requiring Authority, in writing, prior to Commencement of Construction.

(b) In addition to the requirements of CNV.7A, the SSCVMP shall include, with respect to those vibration sensitive commercial activities:

- i) Informed by consultation with the owners and/or occupiers of sites, identification of the processes, machinery or equipment which are uniquely sensitive to construction vibration, and the reasons why;
- ii) An assessment of the sensitivity of the processes, machinery or equipment to construction vibration;
- iii) Construction vibration criteria for the vibration sensitive commercial activities;
- iv) A process for dealing with any disagreement which may arise, particularly in relation to the determination of the vibration limits; and
- v) Procedures and methods for monitoring compliance with the vibration criteria established under (iii) above.

(c) Where changes are made to a certified SSCVMP required by this condition, the Requiring Authority shall consult the owners and/or occupiers of sites subject to the SSCVMP prior to submitting the amended SSCVMP to the Manager for certification in accordance with Condition CNV.7A(c). The amended SSCVMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

Construction Traffic (CT)

Construction Traffic Management Plan

CT.1

A Construction Traffic Management Plan (CTMP) shall be prepared by a Suitably Qualified Person and in consultation with Auckland Transport.

The purpose of the CTMP is to manage the various traffic management, safety and efficiency effects associated with Construction Works to:

(a) Protect public safety including the safe passage of and connectivity for pedestrians and cyclists, particularly for

school students travelling to and from school;

- (b) Minimise increases to existing delay to road users, public transport services, pedestrians and cyclists;
- (c) Minimise interruption to property access;
- (d) Inform the public about any potential impacts on the road network;
- (e) Minimise disruptions on the arterial road network and rail network; and
- (f) Manage the effects on and/or any changes required to existing Over Dimension and Over Weight routes.

CT.2

The CTMP shall:

- (a) Identify how Condition CT.1 will be achieved;
- (b) Be in general accordance with the Draft Construction Traffic Management Plan Framework listed in DC.1;
- (c) Where road capacity may be significantly affected by temporary traffic management, identify potential effects of the capacity reduction, and proposed measures to minimise delays. Traffic Impact Assessment (with possible inclusion of traffic modelling) may be required, particularly where the arterial network is affected;
- (d) Include measures to avoid road closures and restrictions on vehicle, bus, cycle and pedestrian movements;
- (e) Identify site access routes and access points for heavy vehicles;
- (f) Identify possible temporary changes to bus routes and bus stops, whether these can be safely accommodated on the relevant roads and the considerations to maintain service to key destinations and minimise of levels of service reduction;
- (g) Where road closures or restrictions cannot reasonably be avoided, the particular vulnerabilities and sensitivities of pedestrian diversions and reduced conditions shall be taken into account in the planning of any closures or restrictions;
- (h) Confirm that a safe alternative shared cycle/pedestrian path connection between Onehunga Harbour Road and Old Māngere Bridge or the New Old Māngere Bridge (if constructed) is available at all times during the Construction Works;
- (i) Identify proposed measures to minimise the duration of closure of the existing shared path facility along the Māngere Inlet, and proposed measures to stage works and / or provide detours to minimise inconvenience. Detours shall be sign posted, and shall where practicable, minimise the increase in length relative to the existing facility, the increase in vertical ascent, and minimise the duration of the construction period. The alternate route shall have an appropriate surface maintained throughout its period of use; a; and
- (j) Include the process for rail closures, including how scheduled block-of-lines are to be utilised and the timing of any closures to avoid or minimise level of service reduction to passenger rail services at peak commuter times and rail freight services; and
- (k) Identify any changes required to Over Dimension and Over Weight routes and how impacts on these routes, including alternate diversion routes, will be managed during construction so as to minimise the impact of any changes (both temporary and permanent) on Over Dimension and Overweight vehicles.

CT.3

At least 40 working days prior to commencement of Construction Works the Requiring Authority shall provide a draft of the CTMP to Auckland Transport for comment.

The CTMP shall summarise the input and comments from Auckland Transport, describe how this has been incorporated and, where any input has not been incorporated, set out the reason why.

Any amendments to the CTMP shall be prepared in consultation with Auckland Transport prior to submission in accordance with Condition DC.10.

Site/Activity Specific Traffic Management Plans

CT.4

(a) Site/activity specific Traffic Management Plans (TMPs) shall be prepared where any Project construction activity varies the normal traffic conditions of any public road.

- (b) TMP shall be reviewed by an engineer with a minimum of a current Level 2/3 Site Traffic Management Supervisor Non-Practicing qualification. Any comments and inputs received from the reviewer shall be clearly documented.
- (c) The Requiring Authority shall provide the TMP to the relevant Road Controlling Authority for approval.
- (d) The purpose of the TMP is to identify specific construction methods to address the particular circumstances, local traffic and community travel demands within the area covered by the TMP. The TMP shall describe the measures that will be taken to manage the traffic effects associated with Construction Works within the area covered by the TMP.
- (e) In particular the TMP shall describe:
- (i) Temporary traffic management measures required to manage impacts on road users during proposed working hours;
- (ii) Temporary effects on on-street parking and proposed measures to minimise those effects;
- (iii) Delay calculations associated with the proposed closure/s and detour routes;
- (iv) The capacity of any proposed detour route(s) and their ability to carry the additional traffic volumes and any known safety issues associated with the detour route, including any mitigation measures the Requiring Authority proposes to put in place to address any identified safety issues;
- (v) Individual traffic management plans for intersections of the Project with arterial roads;
- (vi) Measures to maintain, subject to health and safety requirements, existing vehicular access to adjacent properties and businesses to accommodate the types of vehicles normally accessing the site during normal working hours for that site unless alternative access arrangements are agreed;
- (vii) Measures to maintain 24 hour per day access for road legal vehicles from Onehunga Harbour Road to Onehunga Wharf for existing businesses and for emergency vehicles. If any particular access point cannot be maintained or reconfigured, appropriate alternative arrangements for continued access to the wharf are to be made where practicable. Short term closures of access to the wharf may occur only after prior consultation with existing business operators regarding the timing and duration of the proposed closure. Unless otherwise agreed with existing business owners, no closure of access to the wharf shall exceed a duration of 4 hours within any 24 hour period;
- (viii) Measures to minimise the temporary effects of Construction Works on on-site parking on directly affected properties and opportunities to provide alternative temporary parking where practicable to do so;
- (ix) Measures to maintain, where practicable, safe and clearly identified pedestrian and cyclist access on roads and footpaths adjacent to the Construction Works. Where detours are necessary to provide such access the Requiring Authority shall provide, as far as practicable, the shortest and most convenient detours;
- (x) Consideration of over dimension and overweight routes including any feedback received from established organisations representing the freight industry;
- (xi) Any proposed temporary changes in speed limit;
- (xii) Provision for safe and efficient access of construction vehicles to and from construction.
- (xiii) The measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users, cyclist and pedestrian and other stakeholders.
- (xiv) The measures that will be undertaken by the Requiring Authority (e.g. instructions to contractors) to restrict Project-related heavy vehicles using residential streets and the section of Onehunga Mall north of Neilson Street; and
- (xv) The consultation undertaken with CLGs, business forums and affected properties owners/occupiers in relation to proposed temporary traffic management and measures that will be undertaken to address issues raised.
- (f) Where changes are made to an approved TMP, the Requiring Authority shall consult the parties in Clause (e)(xv), prior to submitting the amended TMP to the Road Controlling Authority for approval. The amended TMP shall document the consultation undertaken with those owners and occupiers, and how consultation outcomes have and have not been taken into account.

Construction traffic – general requirements

CT.5

The CTMP and TMP(s) shall be consistent with the version of the NZ Transport Agency *Code of Practice for*

Temporary Traffic Management or the Auckland Transport Auckland Transport Code of Practice (which applies at the time the CTMP or the relevant TMP is prepared.

CT.6

The site/activity specific TMP(s) shall be prepared following consultation with the following key stakeholders (as relevant):

- (a) Auckland Transport (where local roads and paths will be affected);
- (b) National Road Carriers Incorporated and NZ Heavy Haulage Association;
- (c) Public transport providers (where public transport services will be affected);
- (d) Emergency services (police, fire and ambulance); and
- (e) Schools and childcare centres with frontage or access to roads within which works in relation to the relevant part of the Project will take place; and
- (f) Directly affected property and business owners and operators, including (for the relevant works) the Onehunga Business Association and the residents of Onehunga Mall Cul-de-Sac.

CT.7

The Requiring Authority shall implement each TMP for the duration of the Construction Works to which the particular TMP applies.

CT.9

Any damage to a local road or arterial road which is verified by a Suitably Qualified Person as being directly attributable to heavy vehicles entering or exiting construction sites shall be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport. All repairs shall be undertaken by the Requiring Authority in accordance with the *Auckland Transport Code of Practice*.

Advice Note:

In addition to the RMA processes, there are other additional processes applying to any work or activity that affects the normal operation of a local road, footpath or berm. For such activities, a Corridor Access Request must be submitted to the Road Controlling Authority under the National Code of Practice for Utility Operators' Access to Transport Corridor to ensure that all work is done safely and complies with national regulations.

Southdown Site (SD)

Risk Assessment and Design

SD.1A

- (a) Within one month of the date on which this designation is included in the AUP, the Requiring Authority shall appoint a Suitably Qualified Person or Persons independent of NZTA to undertake a full risk assessment and to produce a **Risk Assessment Report (RAR)** in accordance with (b) – (h) below.
- (b) The terms of reference of the RAR shall be prepared by the Requiring Authority in accordance with these conditions. The owners of electricity and gas assets, including Mercury, shall be offered the opportunity to comment on the terms of reference.
- (c) The purpose of the RAR is to:
 - (i) identify and assess relevant hazard scenarios and health and safety risks arising from the construction, maintenance and/or operation of the EWL on or in proximity to the Southdown Site, with the Southdown Site including an operating Southdown Power Station and operating gas assets, including:
 - a. hazards from the EWL that may pose health and safety risks to workers on and visitors to the Southdown Site; and
 - b. hazards from the operation of a 135MW gas fired power station (and associated activities) on the Southdown Site that may pose health and safety risks to the users of the EWL;
 - (ii) recommend any Control Measures required to be implemented within the designation to manage any identified health and safety risks to an Acceptable or Tolerable Risk Level;
 - (iii) identify any health and safety risk that cannot be managed to an Acceptable or Tolerable Risk Level by implementation of Control Measures within the designation;
 - (iv) identify any health and safety risk that cannot be managed to an Acceptable or Tolerable Risk Level by the implementation of any Control Measures (Unacceptable Risk).

- (d) The RAR shall have regard to the *Risk Assessment for the Mercury Southdown Site Report* dated July 2017 prepared by GHD;
- (e) In respect of each hazard scenario identified, the RAR shall:
- (i) Assess the risk level as Acceptable, Tolerable or Unacceptable;
- (ii) Identify, assess and recommend any Control Measures within the designation required to reduce any Unacceptable Risk to Acceptable or Tolerable levels, or to ensure that all reasonably practicable steps will be taken in relation to any Tolerable Risk;
- (iii) Identify, following implementation of the Control Measures in (ii) above, whether any additional Control Measures are required to be implemented on the Southdown Site outside the designation;
- (iv) Identify, following consultation with the Requiring Authority the Control Measures that could be deferred and implemented within a four month period in the event that Mercury gives formal notification to the Requiring Authority of its intent to recommence gas fired electricity generation at the Southdown Site using generators GE 101, GE 102 or GE 105.
- (f) For the purpose of identifying and assessing potential Control Measures, the Suitably Qualified Person undertaking the RAR may consult the owners of electricity and gas assets on the Southdown Site and may commission specialist advice on the operation of such assets if the asset owners decline the opportunity to consult;
- (g) The RAR shall be provided in draft to the owners of electricity and gas assets on the Southdown Site with an opportunity to provide comment on the draft within 30 working days (unless otherwise agreed);
- (h) Following the comment period, the RAR shall be finalised and provided as part of the Outline Plan prepared under section 176A of the RMA. Any comments and inputs received from the asset owners shall be summarised within the Outline Plan, setting out how this input has been incorporated into the design, and where any input has not been incorporated, the reasons why.

SD.1B

- (a) With regard to Condition SD.1A (e)(ii) above, the Control Measures to be implemented within the designation shall be set out in the Outline Plan in accordance with Condition SD.2. For the avoidance of doubt, these Control Measures shall include the items listed in Condition SD.2(a).
- (b) If Condition SD.1A(e)(iii) applies, as part of the Outline Plan, the Requiring Authority shall confirm that Mercury agrees to the implementation of the Control Measures.
- (c) If Condition SD.1A(e)(iv) applies, as part of the Outline Plan, the Requiring Authority shall confirm that Mercury agrees that the Control Measures may be deferred.

SD.1C

In the event that:

- (a) Mercury does not agree to the implementation of any Control Measures on the Southdown Site outside the designation; or
- (b) The RAR identifies any Unacceptable Risk that cannot be addressed through the implementation of Control Measures then

Construction of the EWL viaduct west of Hugo Johnston Drive and the Great South Road intersection (between approximately Chainage 4200 and 5075) shall not commence until the Requiring Authority adjusts the alignment of the EWL to ensure that the health and safety risks associated with construction and co-location of the EWL on the Southdown Site do not require the implementation of Control Measures outside the designation to achieve an Acceptable or Tolerable Risk Level.

Advice Note:

If the alignment cannot be adjusted to achieve an Acceptable or Tolerable Risk Level/ the risk criteria determined by the Suitably Qualified Person(s) appointed under condition SD.1A, then the Requiring Authority would have the option of:

- seeking amendments to the designation (and any other necessary RMA authorisations) to enable it to decommission the Southdown Power Station;

and if it was successful in obtaining those authorisations, could:

- seek to compulsorily acquire the land required to decommission the Southdown Power Station.

Design and Outline Plan

SD.2A

The design shall ensure that:

- (a) The Transpower Control Building and Relay Room is retained in its current location and that management of construction works will appropriately provide for the ongoing operation of activities in this building;
- (b) The EWL viaduct is located so that the northern edge of the structure is no further north than the road alignment shown on the drawings listed in Condition DC.1 and referred to in Condition DC.4, unless otherwise agreed between the Requiring Authority, Mercury and Transpower; and
- (c) The EWL viaduct is designed and constructed to provide an over dimensional route of a minimum of 5.7 metres clearance. This shall be provided either as shown on drawings SK-PI-008-201 (Rev C) and Z5A-SK-80-202(Rev C) (both located in Appendix 1 of these conditions) or another alternative agreed by Mercury.
- (d) The EWL Viaduct is designed and constructed to provide internal circulation routes to onsite plant at the Southdown Site and maintain pedestrian access.
- (e) Three permanent entrances to the Southdown Site (as required under condition SD.2(e)(i)) are provided to an appropriate standard for all vehicles that use the Southdown Site.

SD.2

An Outline Plan shall be prepared under section 176A of the RMA for the designated land within the Southdown Site. The Outline Plan shall include:

- (a) Design details for the following Control Measures, unless identified as not being required by the RAR prepared under Condition SD.1A above or otherwise agreed between the Requiring Authority and Mercury:
 - (i) The EWL viaduct incorporating a TL5 road barrier (or equivalent) of at least 1.1m to provide crash protection;
 - (ii) The EWL viaduct providing a minimum separation distance of 7m between any new structure associated with EWL to existing Gas Engine Turbine 105 (GE 105);
 - (iii) A concrete noise barrier with a minimum height of 2.5m above the height of the adjoining EWL carriageway located between approximately Chainage 4550-4450 and 4700. The purpose of the barrier is to manage potential effects on road users arising from noise generating activities at the Southdown Site and will also act as a debris screen;
 - (iv) A shared path located on the southern side of the EWL viaduct ;
 - (v) Any additional Control Measures recommended by the RAR under Condition SD.1 that need to be incorporated into the design of the EWL.
- (aa) Details of the following:
 - (i) The EWL viaduct location in accordance with Condition SD.2A(b); and
 - (ii) The EWL viaduct vertical clearance in accordance with Condition SD.2A(c).
- (b) Confirmation from the Suitably Qualified Person, who undertook the RAR under Condition SD.1A that the design details in (a) above are appropriate controls in accordance with the outcomes and recommendations of the RAR;
- (c) Confirmation of approval from First Gas Limited for the relocation of its assets, being the existing gas pigging station (metering station) on the East Tamaki to Taupaki Gas Pipeline and the natural gas supply for the power station on the Southdown Site. This shall include details of the commissioning of any new gas facilities to provide an uninterrupted supply of gas to the Southdown Site unless otherwise agreed with First Gas Limited and Mercury. The relocation of the gas facilities shall occur prior to the Commencement of Construction on the Southdown Site associated with the Project;
- (d) Confirmation that the Transpower Control Building and Relay Room will be retained in its current location and

that management of construction works will appropriately provide for the ongoing operation of activities in this building;

(dd) A record of the offer made to Mercury prior to the Commencement of Construction and the response received from Mercury for removal of the existing wet surface air cooler and the design and construction of a new cooling system at the Southdown Site, and details of the associated works;

(e) Final details of the following, unless otherwise agreed between the Requiring Authority, Mercury, Transpower, KiwiRail and First Gas Limited:

(i) Three permanent site access points for the Southdown Site as shown on Drawing SK-PI-008-201 (Rev C) (located in Appendix 1 of these conditions);

(ii) Any changes to the earthgrids on the Southdown Site;

(iii) The relocated storeroom on the Southdown Site;

(iv) Landscape planting and treatment of batters and reinstatement of existing planting on the Southdown Site;

(v) Permanent fencing for the Southdown Site.

(f) Where any of the items listed in Condition SD.2(e) are located outside of the designation, the details shall be included in the Outline Plan for information purposes only to demonstrate to the Manager how the required outcomes have been achieved. Where the relevant asset owner has declined to consult under Condition SD.1A(f), the Outline Plan shall record the details of the Requiring Authority's efforts to consult; and

(g) The Requiring Authority to ensure that the municipal water, external and internal stormwater, and sewer connections are all maintained at all times at the Southdown Site, unless Mercury agrees to an alternative.

SD.3

The design details set out in Condition SD.2(c) and (d) shall be developed in consultation with the relevant asset owner. Any comments and inputs received from the asset owner shall be summarised within the Outline Plan, setting out how this input been incorporated into the design, and where any input has not been incorporated, the reasons why.

SD.4

The Requiring Authority shall implement the Control Measures and other works set out in Condition SD.1A and SD.2 as part of the Construction Works.

SD.5

The Requiring Authority shall work with Mercury, Transpower, KiwiRail and Auckland Transport to confirm the design and construction methodology for Construction Works on and around the Southdown Rail Supply Substation.

Construction Works that would compromise the ongoing operation of the transformer and other assets located within the Southdown Rail Supply Substation shall not occur until such time as measures are in place as agreed with those parties to mitigate any potential risks to the rail network and ensure continuity of electricity supply.

Southdown Construction Management Plan

SD.6

(a) A **Southdown Construction Management Plan** (Southdown CMP) shall be prepared for the Southdown Site in accordance with Condition NU.3. For the purposes of preparing the Southdown CMP, any reference to Network Utility in Condition NU.3 shall be interpreted as a reference to both network utilities and other infrastructure at the Southdown Site.

(b) The Southdown CMP shall be prepared in consultation with Mercury, Transpower, KiwiRail and First Gas Limited.

(c) The Southdown CMP shall include procedures, methods and measures to manage effects of Construction Works on the Southdown Site.

(d) In addition to the matters listed in Condition NU.3, NU.5 and NU.7 the Southdown Site CMP shall also include details of the following:

Auckland Unitary Plan Operative in part

- (i) Dust controls and contingency measures under Condition AQ.2 of the resource consents granted for the Project, so that Construction Works do not interfere with ongoing use of the solar panels and batteries associated with the Solar Research and Development Centre and high voltage transmission assets (e.g regular inspection and provision for cleaning of solar panels);
- (ii) Specific site security, authorisations and health and safety procedures required for access to the Southdown Site during construction; and
- (iii) Identification of any equipment, buildings or other structures on the Southdown Site that are vibration sensitive and will require a Site Specific Vibration Management Plan under Condition CVN.7A.
- (iv) Provision for over-dimension and over-weight vehicles to have access to the Southdown Site during construction of the EWL.
- (e) The Southdown CMP shall be provided to the Manager in accordance with Condition NU.4.

Advice Notes:

For the avoidance of doubt, construction related activities occurring on or adjacent to the Southdown Site shall also be undertaken in accordance with relevant designation conditions including:

- General conditions (DC);
- Communication and Social (CS);
- Mana Whenua Collaboration (MW) ;
- Historic Heritage (HH);
- Landscape and Visual (LV) ;
- Construction Noise and Vibration (CNV); and
- Construction Traffic (CT).

For the avoidance of doubt, construction related activities occurring on or adjacent to the Southdown Site shall also be undertaken in accordance with the following relevant resource consent conditions:

- General resource consent conditions RC.1 – RC.15 (excluding RC.8);
- Dust management – Conditions AQ.1 – AQ.4;
- Earthworks and land disturbance – Conditions E.1 – E.14;
- Works in contaminated land – Conditions CL.1 – CL.8; and
- Stormwater and impervious surfaces – Conditions SW.1 - SW.17.

SD.7

The Requiring Authority shall not commence Construction Works on the Southdown Site until:

- (a) The requirements of Conditions SD.1A, SD.1B and SD.1C, SD.2, ~~and SD.3 and SD.4~~ have been achieved;
- (b) Any variations to existing resource consents for the Southdown site, which are required as a direct result of the location of the EWL on the site, have been granted. The existing resource consents to which this condition applies are those which exist in August 2017, being R/LUC/1994/560763, LUC57030408001, Air discharge consent 39725 and the consent to divert and discharge stormwater 28244; and
- (c) Any new statutory approvals required to implement the Control Measures in Condition SD.1A or as a direct result of the Construction Works on the Southdown Site, have been granted.

SD.8

The Requiring Authority shall not require the owners of electricity and gas assets within the Southdown Site to seek written consent under section 176 of the RMA for on-going access to enable work associated with the routine maintenance of assets at the Southdown Site. To the extent that written approval is required, this condition shall constitute written approval.

PROPERTY SPECIFIC (PS)

PS.1

The Requiring Authority will, pursuant to the Public Works Act 1981 (PWA), enter into good faith negotiations with the owner of Ward (Ward and Interests) regarding reconfiguration of Ward's site at 13-17A Miami Parade, at the cost of the Requiring Authority, to reduce the impact on Ward's operations resulting from the 715m² permanent and 99m² temporary land requirement.

PS.2

NZTA shall use its best endeavours to legally formalise vehicular access, including for heavy vehicles, between 8 Sylvia Park Road and Pacific Rise, prior to the date on which right turns into and out of 8 Sylvia Park Road frontage are no longer possible.

Attachments

Appendix 1: LIST OF DRAWINGS REFERRED TO IN THE DESIGNATION CONDITIONS¹

PART A: DRAWINGS REFERRED TO IN CONDITION DC.1

| <u>Title</u> | <u>Drawing Number</u> | <u>Date</u> | <u>Revision Number</u> |
|--|-----------------------|-------------------|------------------------|
| <u>NOTICE OF REQUIREMENT 1 - DESIGNATION PLANS</u> | | | |
| <u>NOR1 - PROPOSED DESIGNATION OVERVIEW</u> | <u>AEE-NOR-100</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – NEILSON STREET INTERCHANGE – SHEET 1</u> | <u>AEE-NOR-101</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – NEILSON STREET INTERCHANGE – SHEET 2</u> | <u>AEE-NOR-102</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – NEILSON STREET INTERCHANGE LOCAL ROADS – SHEET 3</u> | <u>AEE-NOR-103</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – EAST WEST LINK/GALWAY STREET – SHEET 4</u> | <u>AEE-NOR-104</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – EMBANKMENT – SHEET 5</u> | <u>AEE-NOR-105</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – ALFRED STREET – SHEET 6</u> | <u>AEE-NOR-106</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – CAPTAIN SPRINGS ROAD – SHEET 7</u> | <u>AEE-NOR-107</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – EMBANKMENT – SHEET 8</u> | <u>AEE-NOR-108</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – PORTS LINK – SHEET 9</u> | <u>AEE-NOR-109</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – EMBANKMENT/ANNS CREEK – SHEET 10</u> | <u>AEE-NOR-110</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – ANNS CREEK – SHEET 11</u> | <u>AEE-NOR-111</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – ANNS CREEK/SYLVA PARK ROAD – SHEET 12</u> | <u>AEE-NOR-112</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – ANNS CREEK/SYLVA PARK ROAD – SHEET 13</u> | <u>AEE-NOR-113</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR1 – SH1/SYLVA PARK RAMPS – SHEET 14</u> | <u>AEE-NOR-114</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOTICE OF REQUIREMENT 2 - DESIGNATION PLANS</u> | | | |
| <u>NOR2 - PROPOSED DESIGNATION ALTERATION OVERVIEW</u> | <u>AEE-NOR-200</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR2 – SH1/SYLVA PARK RAMPS – SHEET 1</u> | <u>AEE-NOR-201</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR2 – SH1/PANAMA ROAD – SHEET 2</u> | <u>AEE-NOR-202</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR2 – SH1/OTAHUHU CREEK – SHEET 3</u> | <u>AEE-NOR-203</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>NOR2 – PRINCES ST INTERCHANGE – SHEET 4</u> | <u>AEE-NOR-204</u> | <u>08/09/2017</u> | <u>2</u> |
| <u>PLAN SET 3 - ROAD ALIGNMENT</u> | | | |
| <u>ROAD ALIGNMENT – EAST WEST LINK – DRAWING INDEX, NOTES AND LEGEND</u> | <u>AEE-AL-001</u> | <u>13/09/2017</u> | <u>4</u> |
| <u>ROAD ALIGNMENT - EAST WEST LINK - OVERVIEW PLAN</u> | <u>AEE-AL-100</u> | <u>13/09/2017</u> | <u>4</u> |

| <u>Title</u> | <u>Drawing Number</u> | <u>Date</u> | <u>Revision Number</u> |
|--|-----------------------|-------------------|------------------------|
| <u>ROAD ALIGNMENT - SH20/NEILSON STREET INTERCHANGE - SHEET 1</u> | <u>AEE-AL-101</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - SHEET 2</u> | <u>AEE-AL-102</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - GALWAY STREET - SHEET 3</u> | <u>AEE-AL-103</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - EMBANKMENT - SHEET 4</u> | <u>AEE-AL-104</u> | <u>13/09/2017</u> | <u>4</u> |
| <u>ROAD ALIGNMENT - EMBANKMENT - SHEET 5</u> | <u>AEE-AL-105</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - EMBANKMENT/ANNS CREEK - SHEET 6</u> | <u>AEE-AL-106</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - ANNS CREEK - SHEET 7</u> | <u>AEE-AL-107</u> | <u>13/09/2017</u> | <u>4</u> |
| <u>ROAD ALIGNMENT - ANNS CREEK/SYLVA PARK ROAD - SHEET 8</u> | <u>AEE-AL-108</u> | <u>13/09/2017</u> | <u>4</u> |
| <u>ROAD ALIGNMENT - SH1/SYLVA PARK RAMPS - SHEET 9</u> | <u>AEE-AL-109</u> | <u>13/09/2017</u> | <u>4</u> |
| <u>ROAD ALIGNMENT - SH1/SYLVA PARK RAMPS - SHEET 10</u> | <u>AEE-AL-110</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - SH1/PANAMA ROAD - SHEET 11</u> | <u>AEE-AL-111</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - SH1/OTAHUHU CREEK - SHEET 12</u> | <u>AEE-AL-112</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - SHEET 13</u> | <u>AEE-AL-113</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - LOCAL ROADS - SHEET 14A AND 14B</u> | <u>AEE-AL-114</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - CAPTAIN SPRINGS ROAD/ PORTS LINK - SHEET 15A AND 15B</u> | <u>AEE-AL-115</u> | <u>13/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - EMBANKMENT - SHEET 16</u> | <u>AEE-AL-116</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>PLAN SET 4 - LANDSCAPE</u> | | | |
| <u>LANDSCAPE - EAST WEST LINK - DRAWING INDEX AND LEGEND</u> | <u>AEE-LA-001</u> | <u>22/09/2017</u> | <u>3</u> |
| <u>LANDSCAPE - EAST WEST LINK - OVERVIEW PLAN AND LEGEND</u> | <u>AEE-LA-100</u> | <u>22/09/2017</u> | <u>3</u> |
| <u>LANDSCAPE - SH20/NEILSON STREET INTERCHANGE - SHEET 1</u> | <u>AEE-LA-101</u> | <u>22/09/2017</u> | <u>2</u> |
| <u>LANDSCAPE - NEILSON STREET INTERCHANGE - SHEET 2</u> | <u>AEE-LA-102</u> | <u>22/09/2017</u> | <u>2</u> |
| <u>LANDSCAPE - EAST WEST LINK / GALWAY STREET - SHEET 3</u> | <u>AEE-LA-103</u> | <u>22/09/2017</u> | <u>2</u> |

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| LANDSCAPE - EMBANKMENT - SHEET 4 | AEE-LA-104 | 22/09/2017 | 2 |
| LANDSCAPE - EMBANKMENT - SHEET 5 | AEE-LA-105 | 22/09/2017 | 2 |
| LANDSCAPE - EMBANKMENT/ANNS CREEK - SHEET 6 | AEE-LA-106 | 22/09/2017 | 2 |
| LANDSCAPE - ANNS CREEK - SHEET 7 | AEE-LA-107 | 22/09/2017 | 2 |
| LANDSCAPE - ANNS CREEK/SYLVA PARK ROAD - SHEET 8 | AEE-LA-108 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/SYLVA PARK RAMPS - SHEET 9 | AEE-LA-109 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/SYLVA PARK RAMPS - SHEET 10 | AEE-LA-110 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/PANAMA ROAD - SHEET 11 | AEE-LA-111 | 22/09/2017 | 2 |
| LANDSCAPE - SH1/OTAHUHU CREEK - SHEET 12 | AEE-LA-112 | 22/09/2017 | 2 |
| LANDSCAPE - PRINCES STREET INTERCHANGE - SHEET 13 | AEE-LA-113 | 22/09/2017 | 2 |
| LANDSCAPE - NEILSON STREET INTERCHANGE - LOCAL ROADS - SHEET 14A AND 14B | AEE-LA-114 | 22/09/2017 | 2 |
| LANDSCAPE - CAPTAIN SPRINGS ROAD/ PORTS LINK - SHEET 15A AND 15B | AEE-LA-115 | 22/09/2017 | 2 |
| LANDSCAPE - EMBANKMENT - SHEET 16 | AEE-LA-116 | 22/09/2017 | 2 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 1 | AEE-LA-201 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 2 | AEE-LA-202 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 3 | AEE-LA-203 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 4 | AEE-LA-204 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 5 | AEE-LA-205 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 6 | AEE-LA-206 | 27/06/2017 | 2 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 7 | AEE-LA-207 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 8 | AEE-LA-208 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 9 | AEE-LA-209 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 10 | AEE-LA-210 | 27/06/2017 | 1 |
| LANDSCAPE - 2D CROSS SECTIONS - SHEET 11 | AEE-LA-211 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 1 | AEE-LA-301 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 2 | AEE-LA-302 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 3 | AEE-LA-303 | 27/06/2017 | 1 |
| LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 4 | AEE-LA-304 | 27/06/2017 | 1 |

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| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 5</u> | <u>AEE-LA-305</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 6</u> | <u>AEE-LA-306</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 7</u> | <u>AEE-LA-307</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 8</u> | <u>AEE-LA-308</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 9</u> | <u>AEE-LA-309</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 10</u> | <u>AEE-LA-310</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 11</u> | <u>AEE-LA-311</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - 3D SECTION PERSPECTIVES - SHEET 12</u> | <u>AEE-LA-312</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 1</u> | <u>AEE-LA-401</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 2</u> | <u>AEE-LA-402</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 3</u> | <u>AEE-LA-403</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 4</u> | <u>AEE-LA-404</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 5</u> | <u>AEE-LA-405</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 6</u> | <u>AEE-LA-406</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>LANDSCAPE - PLANTING PALETTE - SHEET 7</u> | <u>AEE-LA-407</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>PLAN SET 6 - PLAN AND LONG SECTION</u> | | | |
| <u>ROAD ALIGNMENT - EAST WEST LINK - PLAN AND LONG SECTION - DRAWING INDEX</u> | <u>AEE-C-001</u> | <u>22/09/2017</u> | <u>3</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 1</u> | <u>AEE-C-201</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 2</u> | <u>AEE-C-202</u> | <u>13/09/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 3</u> | <u>AEE-C-203</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 4</u> | <u>AEE-C-204</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 5</u> | <u>AEE-C-205</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 6</u> | <u>AEE-C-206</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 7</u> | <u>AEE-C-207</u> | <u>27/06/2017</u> | <u>1</u> |

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| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 8</u> | <u>AEE-C-208</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 9</u> | <u>AEE-C-209</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 10</u> | <u>AEE-C-210</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 11</u> | <u>AEE-C-211</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 12</u> | <u>AEE-C-212</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 13</u> | <u>AEE-C-213</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PLAN AND LONG SECTION - OVERALL ALIGNMENT - MC00 - SHEET 14</u> | <u>AEE-C-214</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - CAPTAIN SPRINGS - PLAN AND LONG SECTION - MCP0 - SHEET 1</u> | <u>AEE-C-231</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - CAPTAIN SPRINGS - PLAN AND LONG SECTION - MCP0 - SHEET 2</u> | <u>AEE-C-232</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PORTS LINK - PLAN AND LONG SECTION - MCR0 - SHEET 1</u> | <u>AEE-C-233</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PORTS LINK - PLAN AND LONG SECTION - MCR0 - SHEET 2</u> | <u>AEE-C-234</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - SYLVIA PARK NB OFF RAMP - PLAN AND LONG SECTION - MC00 - SHEET 1</u> | <u>AEE-C-241</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - SYLVIA PARK NB OFF RAMP - PLAN AND LONG SECTION - MC00 - SHEET 2</u> | <u>AEE-C-242</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - SYLVIA PARK NB OFF RAMP - PLAN AND LONG SECTION - MC00 - SHEET 3</u> | <u>AEE-C-243</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - MT WELLINGTON OFF RAMP - PLAN AND LONG SECTION - MCK0 - SHEET 1</u> | <u>AEE-C-245</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - MT WELLINGTON OFF RAMP - PLAN AND LONG SECTION - MCK0 - SHEET 2</u> | <u>AEE-C-246</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - MT WELLINGTON OFF RAMP - PLAN AND LONG SECTION - MCK0 - SHEET 3</u> | <u>AEE-C-247</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - PRINCES STREET INTERCHANGE -</u> | <u>AEE-C-251</u> | <u>27/06/2017</u> | <u>1</u> |

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| PLAN AND LONG SECTION - MC40 | | | |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MC50 - SHEET 1 | <u>AEE-C-252</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MC50 - SHEET 2 | <u>AEE-C-253</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCA0 | <u>AEE-C-254</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCB0 | <u>AEE-C-255</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCE0 | <u>AEE-C-256</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - PRINCES STREET INTERCHANGE - PLAN AND LONG SECTION - MCF0 | <u>AEE-C-257</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCA0 | <u>AEE-C-261</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCB0 - SHEET 1 | <u>AEE-C-262</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCB0 - SHEET 2 | <u>AEE-C-263</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCC0 | <u>AEE-C-264</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCD0 - SHEET 1 | <u>AEE-C-266</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCD0 - SHEET 2 | <u>AEE-C-267</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCE0 - SHEET 1 | <u>AEE-C-268</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCE0 - SHEET 2 | <u>AEE-C-269</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCH0 - SHEET 1 | <u>AEE-C-270</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - NEILSON STREET INTERCHANGE - PLAN AND LONG SECTION - MCH0 - SHEET 2 | <u>AEE-C-271</u> | <u>27/06/2017</u> | <u>1</u> |
| ROAD ALIGNMENT - GALWAY LINK - PLAN AND LONG SECTION - MCJ0 | <u>AEE-C-272</u> | <u>27/06/2017</u> | <u>1</u> |

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| <u>ROAD ALIGNMENT - ONEHUNGA MALL - PLAN AND LONG SECTION - MC30 - SHEET 1</u> | <u>AEE-C-277</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - ONEHUNGA HARBOUR ROAD - PLAN AND LONG SECTION - MC30 - SHEET 2</u> | <u>AEE-C-278</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - ONEHUNGA HARBOUR ROAD - PLAN AND LONG SECTION - MC30 - SHEET 3</u> | <u>AEE-C-279</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - ORPHEUS DRIVE - PLAN AND LONG SECTION - MC50 - SHEET 1</u> | <u>AEE-C-280</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - ORPHEUS DRIVE - PLAN AND LONG SECTION - MC50 - SHEET 2</u> | <u>AEE-C-281</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - ORPHEUS DRIVE - PLAN AND LONG SECTION - MC50 - SHEET 3</u> | <u>AEE-C-282</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD EB CONNECTION - PLAN AND LONG SECTION - MC30 SHEET 1</u> | <u>AEE-C-285</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD EB CONNECTION - PLAN AND LONG SECTION - MC30 SHEET 2</u> | <u>AEE-C-286</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD WB CONNECTION - PLAN AND LONG SECTION - MC40 SHEET 1</u> | <u>AEE-C-287</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - EWL/GREAT SOUTH ROAD WB CONNECTION - PLAN AND LONG SECTION - MC40 SHEET 2</u> | <u>AEE-C-288</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>PLAN SET 7 - TYPICAL CROSS SECTION</u> | | | |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - DRAWING INDEX</u> | <u>AEE-C-002</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SECTION MARKER</u> | <u>AEE-C-300</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 1</u> | <u>AEE-C-301</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 2</u> | <u>AEE-C-302</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 3</u> | <u>AEE-C-303</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 4</u> | <u>AEE-C-304</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 5</u> | <u>AEE-C-305</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 6</u> | <u>AEE-C-306</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 7</u> | <u>AEE-C-307</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 8</u> | <u>AEE-C-308</u> | <u>27/06/2017</u> | <u>1</u> |

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| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 9</u> | <u>AEE-C-309</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 10</u> | <u>AEE-C-310</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 11</u> | <u>AEE-C-311</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 12</u> | <u>AEE-C-312</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 13</u> | <u>AEE-C-313</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - SHEET 14</u> | <u>AEE-C-314</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - CAPTAIN SPRINGS ROAD - SHEET 15</u> | <u>AEE-C-315</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - PORTS LINK - SHEET 16</u> | <u>AEE-C-316</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>ROAD ALIGNMENT - TYPICAL CROSS SECTION - GREAT SOUTH ROAD INTERSECTION - SHEET 17</u> | <u>AEE-C-317</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 1</u> | <u>AEE-C-321</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 2</u> | <u>AEE-C-322</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 3</u> | <u>AEE-C-323</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>GEOTECHNICAL - EMBANKMENT TYPICAL CROSS SECTION - SHEET 4</u> | <u>AEE-C-324</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>PLAN SET 8 - STRUCTURAL</u> | | | |
| <u>STRUCTURAL - EAST WEST LINK - DRAWING INDEX, NOTES AND LEGEND</u> | <u>AEE-S-001</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - KEY PLAN</u> | <u>AEE-S-010</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - SH20/NEILSON ST INTERCHANGE OVERBRIDGE - PLAN AND LONG SECTION</u> | <u>AEE-S-011</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - SH20/NEILSON ST INTERCHANGE OVERBRIDGE - TYPICAL CROSS SECTION</u> | <u>AEE-S-012</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ONEHUNGA HARBOUR ROAD PEDESTRIAN/CYCLE BRIDGE - PLAN</u> | <u>AEE-S-014</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ALFRED STREET PEDESTRIAN/CYCLE BRIDGE - PLAN</u> | <u>AEE-S-015</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - NEILSON STREET/ONEHUNGA WHARF TRENCH - PLAN AND LONG SECTION</u> | <u>AEE-S-016</u> | <u>27/06/2017</u> | <u>1</u> |

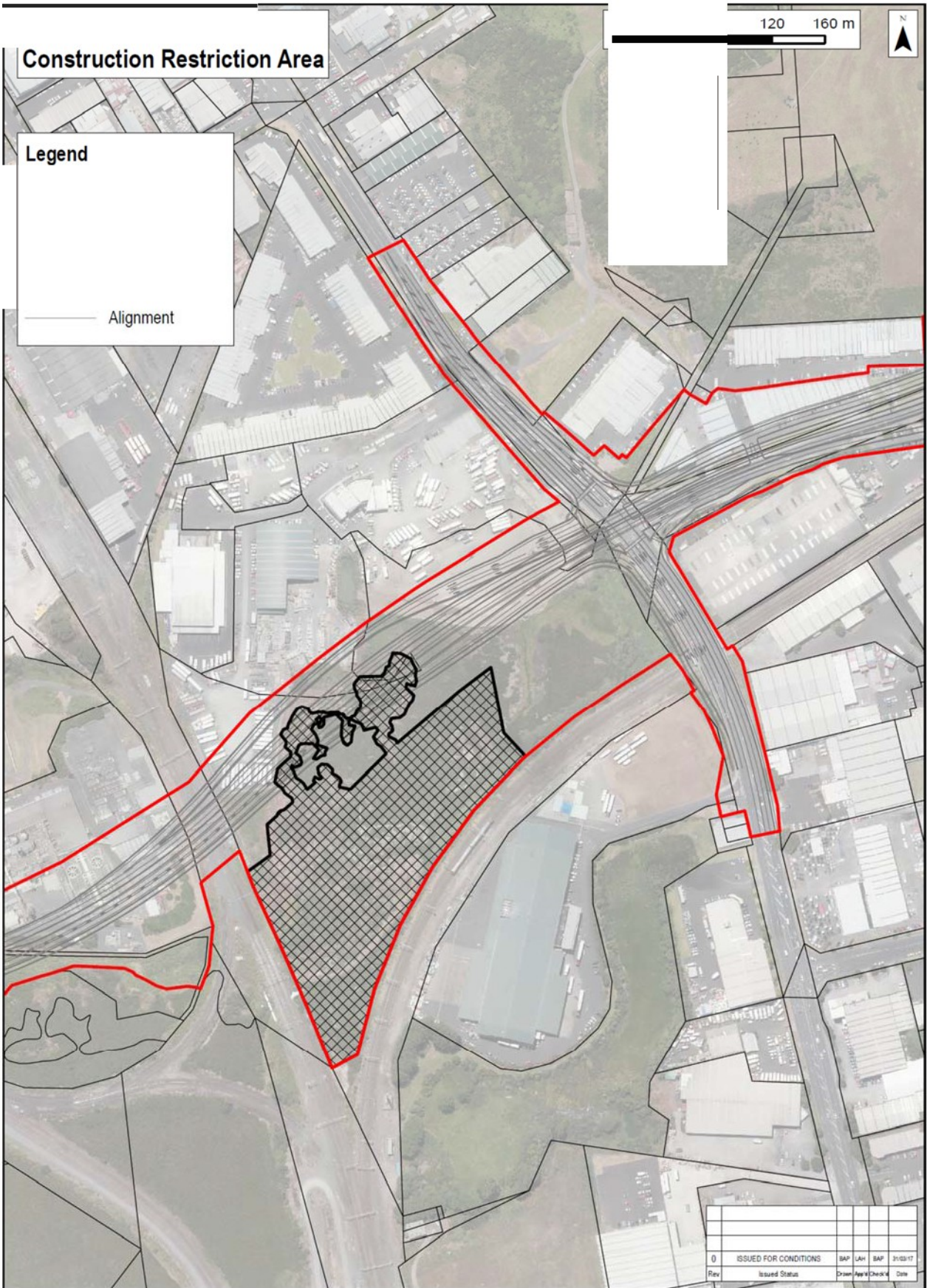
| <u>Title</u> | <u>Drawing Number</u> | <u>Date</u> | <u>Revision Number</u> |
|---|-----------------------|-------------------|------------------------|
| <u>STRUCTURAL - NEILSON STREET/ONEHUNGA WHARF TRENCH - TYPICAL CROSS SECTIONS - SHEET 1</u> | <u>AEE-S-017</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - NEILSON STREET/ONEHUNGA WHARF TRENCH - TYPICAL CROSS SECTIONS - SHEET 2</u> | <u>AEE-S-018</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - WEST - PLAN AND LONG SECTION - SHEET 1</u> | <u>AEE-S-021</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - WEST - PLAN AND LONG SECTION - SHEET 2</u> | <u>AEE-S-022</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - WEST - PLAN AND LONG SECTION - SHEET 3</u> | <u>AEE-S-023</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - EAST - PLAN AND LONG SECTION - SHEET 4</u> | <u>AEE-S-024</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - EAST - PLAN AND LONG SECTION - SHEET 5</u> | <u>AEE-S-025</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - TYPICAL CROSS SECTION - CONCRETE - SHEET 1</u> | <u>AEE-S-031</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - TYPICAL CROSS SECTION - CONCRETE - SHEET 2</u> | <u>AEE-S-032</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - ANNS CREEK VIADUCT - TYPICAL CROSS SECTION - STEEL</u> | <u>AEE-S-033</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP PLAN AND LONG SECTION - SHEET 1</u> | <u>AEE-S-041</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP PLAN AND LONG SECTION - SHEET 2</u> | <u>AEE-S-042</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP PLAN AND LONG SECTION - SHEET 3</u> | <u>AEE-S-043</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP TYPICAL CROSS SECTION - CONCRETE</u> | <u>AEE-S-045</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - EWLINK EB TO SH1 SB ON RAMP TYPICAL CROSS SECTION - STEEL</u> | <u>AEE-S-046</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - SH1 NB TO EWLINKWB OFF RAMP - PLAN AND LONG SECTION - SHEET 1</u> | <u>AEE-S-051</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - SH1 NB TO EWLINKWB OFF RAMP - PLAN AND LONG SECTION - SHEET 2</u> | <u>AEE-S-052</u> | <u>27/06/2017</u> | <u>2</u> |
| <u>STRUCTURAL - SH1 NB TO EWLINKWB OFF RAMP -</u> | <u>AEE-S-055</u> | <u>27/06/2017</u> | <u>2</u> |

| <u>Title</u> | <u>Drawing Number</u> | <u>Date</u> | <u>Revision Number</u> |
|---|-----------------------|-------------------|------------------------|
| TYPICAL CROSS SECTION - SHEET 1 | | | |
| STRUCTURAL - SH1 NB TO EW LINK W B OFF RAMP - TYPICAL CROSS SECTION - SHEET 2 | <u>AEE-S-056</u> | <u>27/06/2017</u> | <u>2</u> |
| STRUCTURAL - PANAMA ROAD OVERBRIDGE - PLAN AND LONG SECTION | <u>AEE-S-061</u> | <u>27/06/2017</u> | <u>1</u> |
| STRUCTURAL - PANAMA ROAD OVERBRIDGE - TYPICAL CROSS SECTION | <u>AEE-S-062</u> | <u>27/06/2017</u> | <u>1</u> |
| STRUCTURAL - OTAHUHU CREEK - PLAN AND LONG SECTION | <u>AEE-S-065</u> | <u>27/06/2017</u> | <u>1</u> |
| STRUCTURAL - OTAHUHU CREEK - TYPICAL CROSS SECTION | <u>AEE-S-066</u> | <u>27/06/2017</u> | <u>1</u> |
| STRUCTURAL - PRINCES STREET OVERBRIDGE - PLAN AND LONG SECTION | <u>AEE-S-071</u> | <u>27/06/2017</u> | <u>1</u> |
| STRUCTURAL - PRINCES STREET OVERBRIDGE - TYPICAL CROSS SECTION | <u>AEE-S-072</u> | <u>27/06/2017</u> | <u>1</u> |
| STRUCTURAL - GREAT SOUTH ROAD RAIL OVERBRIDGE WIDENING - PLAN AND CROSS SECTION | <u>AEE-S-081</u> | <u>27/06/2017</u> | <u>1</u> |
| <u>PLAN SET 12 - UTILITIES RELOCATION</u> | | | |
| UTILITIES RELOCATION - EAST WEST LINK - DRAWING INDEX, NOTES AND LEGEND | <u>AEE-U-001</u> | <u>22/09/2017</u> | <u>3</u> |
| UTILITIES RELOCATION - OVERVIEW PLAN | <u>AEE-U-100</u> | <u>22/09/2017</u> | <u>3</u> |
| UTILITIES RELOCATION - SH20/NEILSON STREET INTERCHANGE - SHEET 1 | <u>AEE-U-101</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - NEILSON STREET INTERCHANGE - SHEET 2 | <u>AEE-U-102</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION/ GALWAY STREET - SHEET 3 | <u>AEE-U-103</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - EMBANKMENT - SHEET 4 | <u>AEE-U-104</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - EMBANKMENT - SHEET 5 | <u>AEE-U-105</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - EMBANKMENT/ANNSCREEK - SHEET 6 | <u>AEE-U-106</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - ANNS CREEK - SHEET 7 | <u>AEE-U-107</u> | <u>22/09/2017</u> | <u>3</u> |
| UTILITIES RELOCATION - ANNS CREEK/SYLVA PARK ROAD - SHEET 8 | <u>AEE-U-108</u> | <u>22/09/2017</u> | <u>3</u> |
| UTILITIES RELOCATION - ANNS CREEK/SYLVA PARK | <u>AEE-U-109</u> | <u>22/09/2017</u> | <u>3</u> |

| <u>Title</u> | <u>Drawing Number</u> | <u>Date</u> | <u>Revision Number</u> |
|--|-----------------------|-------------------|------------------------|
| RAMPS - SHEET 9 | | | |
| UTILITIES RELOCATION - SH1/SYLVIA PARK RAMPS - SHEET 10 | <u>AEE-U-110</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - SH1/PANAMA ROAD - SHEET 11 | <u>AEE-U-111</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - SH1/OTAHUHU CREEK - SHEET 12 | <u>AEE-U-112</u> | <u>27/06/2017</u> | <u>1</u> |
| UTILITIES RELOCATION - PRINCES STREET INTERCHANGE - SHEET 13 | <u>AEE-U-113</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - NELSON STREET INTERCHANGE - LOCAL ROADS - SHEET 14A AND 14B | <u>AEE-U-114</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - CAPTAIN SPRINGS ROAD/ PORTS LINK - SHEET 15A AND 15B | <u>AEE-U-115</u> | <u>22/09/2017</u> | <u>2</u> |
| UTILITIES RELOCATION - EMBANKMENT - SHEET 16 | <u>AEE-U-116</u> | <u>27/06/2017</u> | <u>1</u> |

PART B: DRAWINGS REFERRED TO IN OTHER DESIGNATION CONDITIONS:

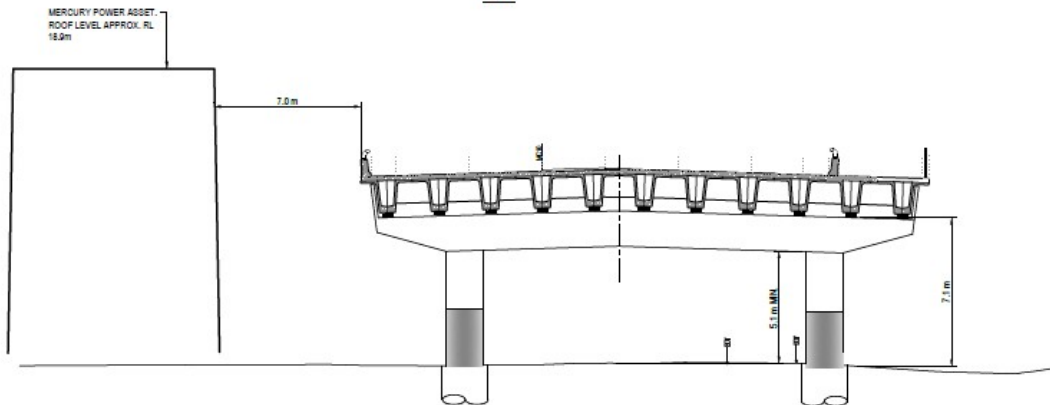
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| <u>DC.15B</u> | <u>Anns Creek East Construction Restriction Area</u> | <u>31/03/2017</u> | <u>0</u> |
| <u>SD.2A</u> | <u>Z5A-SK-80-202, Mercury Power Site, Typical section and plan</u> | <u>03/08/2017</u> | <u>C</u> |
| <u>SD.2</u> | <u>SK-PI-008-201, Property interface plans, Southdown, vehicle tracking</u> | <u>01/08/2017</u> | <u>C</u> |



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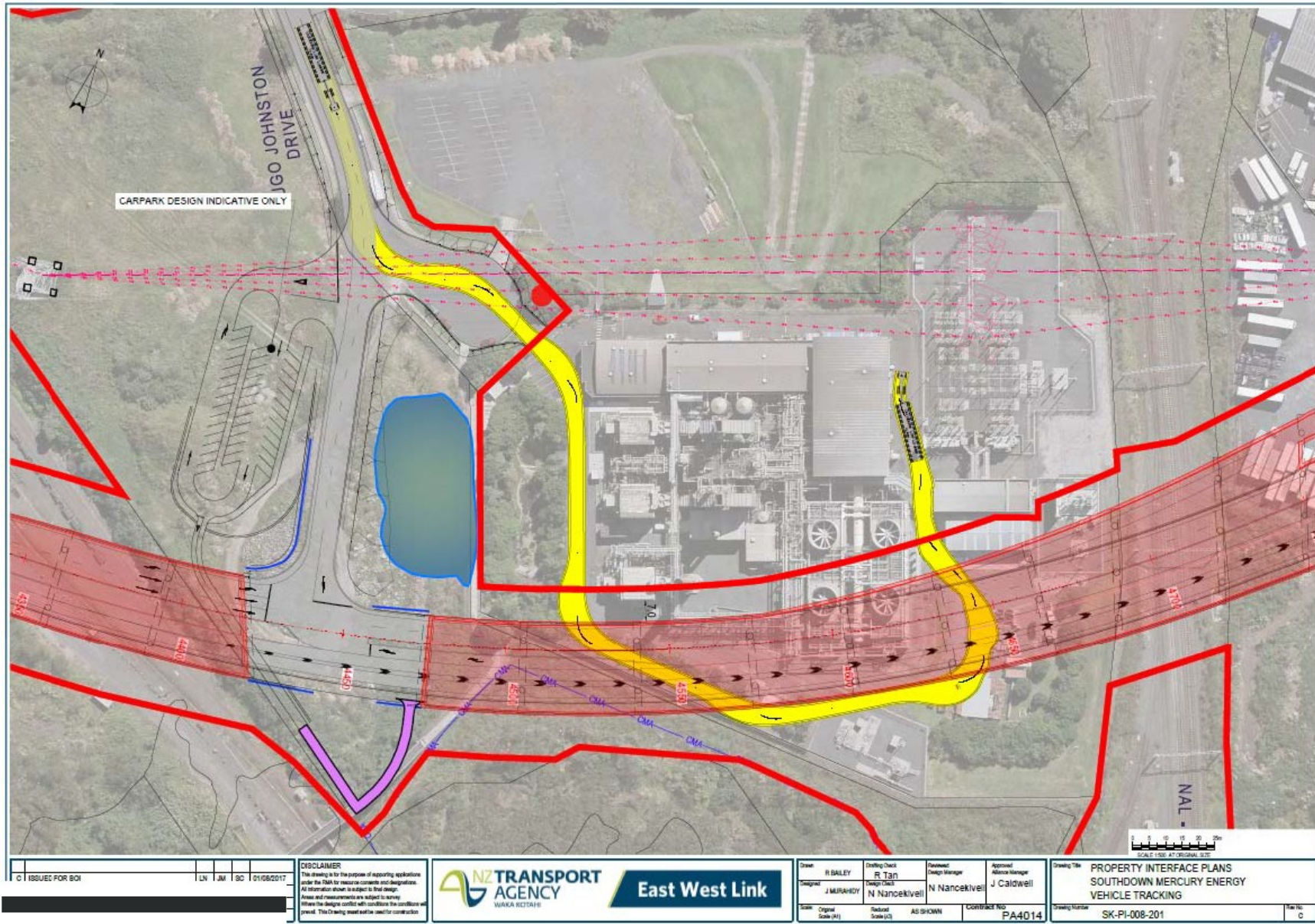


TYPICAL SECTION AT DISTANCE 4540

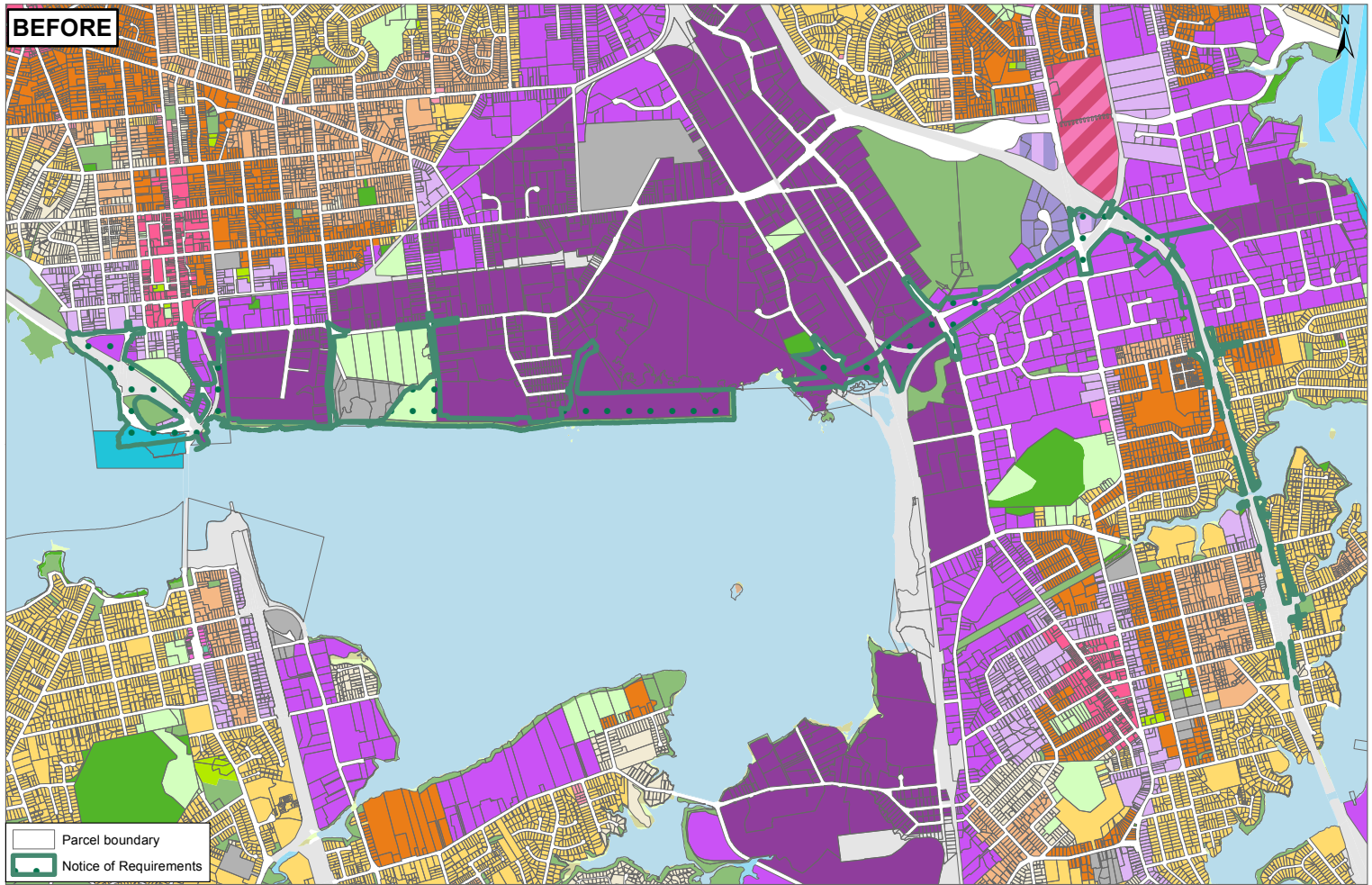
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|--|--|--------------------|---------------|--------------|------------------------|----|----|----|------------|---|------------------------|----|----|----|------------|---|----------------|----|----|----|--|-----|-------------|-------|---------|--------|------|--|--|---|--|------------------------------|--|---|--|-------|-----|----------------|--------|----------|----------------|----------|-----|---------|---------------|----------|----------------|--|--|--|--|--|------------|---|--|-------|---------------------|--------------------|-------|--------------|--------|--|--|---------------|--|----------|---|----------------|---------------|--|--|
| <table border="1"> <tr> <td>C</td> <td>BOARD OF INQUIRY ISSUE</td> <td>LN</td> <td>NN</td> <td>SC</td> <td>03.08.2017</td> </tr> <tr> <td>B</td> <td>BRIDGE RAISED BY 600mm</td> <td>LN</td> <td>NN</td> <td>SC</td> <td>24.07.2017</td> </tr> <tr> <td>A</td> <td>ORIGINAL ISSUE</td> <td>LN</td> <td>NN</td> <td>SC</td> <td></td> </tr> <tr> <td>No.</td> <td>Issued Date</td> <td>Drawn</td> <td>Checked</td> <td>Appr'd</td> <td>Date</td> </tr> </table> | | | | C | BOARD OF INQUIRY ISSUE | LN | NN | SC | 03.08.2017 | B | BRIDGE RAISED BY 600mm | LN | NN | SC | 24.07.2017 | A | ORIGINAL ISSUE | LN | NN | SC | | No. | Issued Date | Drawn | Checked | Appr'd | Date | <p>DISCLAIMER This drawing is for the purpose of supporting applications under the RMA for resource consents and designations. All information shown is subject to final design. Prices and measurements are subject to change without the design conflict with conditions the conditions to proceed. This Drawing must not be used for construction.</p> | | <p>NZ TRANSPORT AGENCY WAKA KOTAHU</p> | | <p>East West Link</p> | | <table border="1"> <tr> <td>Drawn</td> <td>LEN</td> <td>Drafting/Check</td> <td>R Tait</td> <td>Reviewed</td> <td>Design Manager</td> </tr> <tr> <td>Designed</td> <td>LEN</td> <td>Checked</td> <td>N Nanoekivell</td> <td>Approved</td> <td>Alfons Manager</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td>J Caldwell</td> </tr> </table> | | Drawn | LEN | Drafting/Check | R Tait | Reviewed | Design Manager | Designed | LEN | Checked | N Nanoekivell | Approved | Alfons Manager | | | | | | J Caldwell | <table border="1"> <tr> <td>Scale</td> <td>Original Scale (A1)</td> <td>Reduced Scale (A3)</td> <td>1:200</td> <td>Contract No.</td> <td>PA4014</td> </tr> </table> | | Scale | Original Scale (A1) | Reduced Scale (A3) | 1:200 | Contract No. | PA4014 | <table border="1"> <tr> <td>Drawing Title</td> <td>MERCURY POWER SITE TYPICAL SECTION AND PLAN CONCEPT - FOR INFORMATION ONLY</td> <td>File No.</td> <td>C</td> </tr> <tr> <td>Drawing Number</td> <td>Z5A-SK-80-202</td> <td></td> <td></td> </tr> </table> | | Drawing Title | MERCURY POWER SITE TYPICAL SECTION AND PLAN CONCEPT - FOR INFORMATION ONLY | File No. | C | Drawing Number | Z5A-SK-80-202 | | |
| C | BOARD OF INQUIRY ISSUE | LN | NN | SC | 03.08.2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| B | BRIDGE RAISED BY 600mm | LN | NN | SC | 24.07.2017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| A | ORIGINAL ISSUE | LN | NN | SC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| No. | Issued Date | Drawn | Checked | Appr'd | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drawn | LEN | Drafting/Check | R Tait | Reviewed | Design Manager | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Designed | LEN | Checked | N Nanoekivell | Approved | Alfons Manager | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | J Caldwell | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Scale | Original Scale (A1) | Reduced Scale (A3) | 1:200 | Contract No. | PA4014 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drawing Title | MERCURY POWER SITE TYPICAL SECTION AND PLAN CONCEPT - FOR INFORMATION ONLY | File No. | C | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drawing Number | Z5A-SK-80-202 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

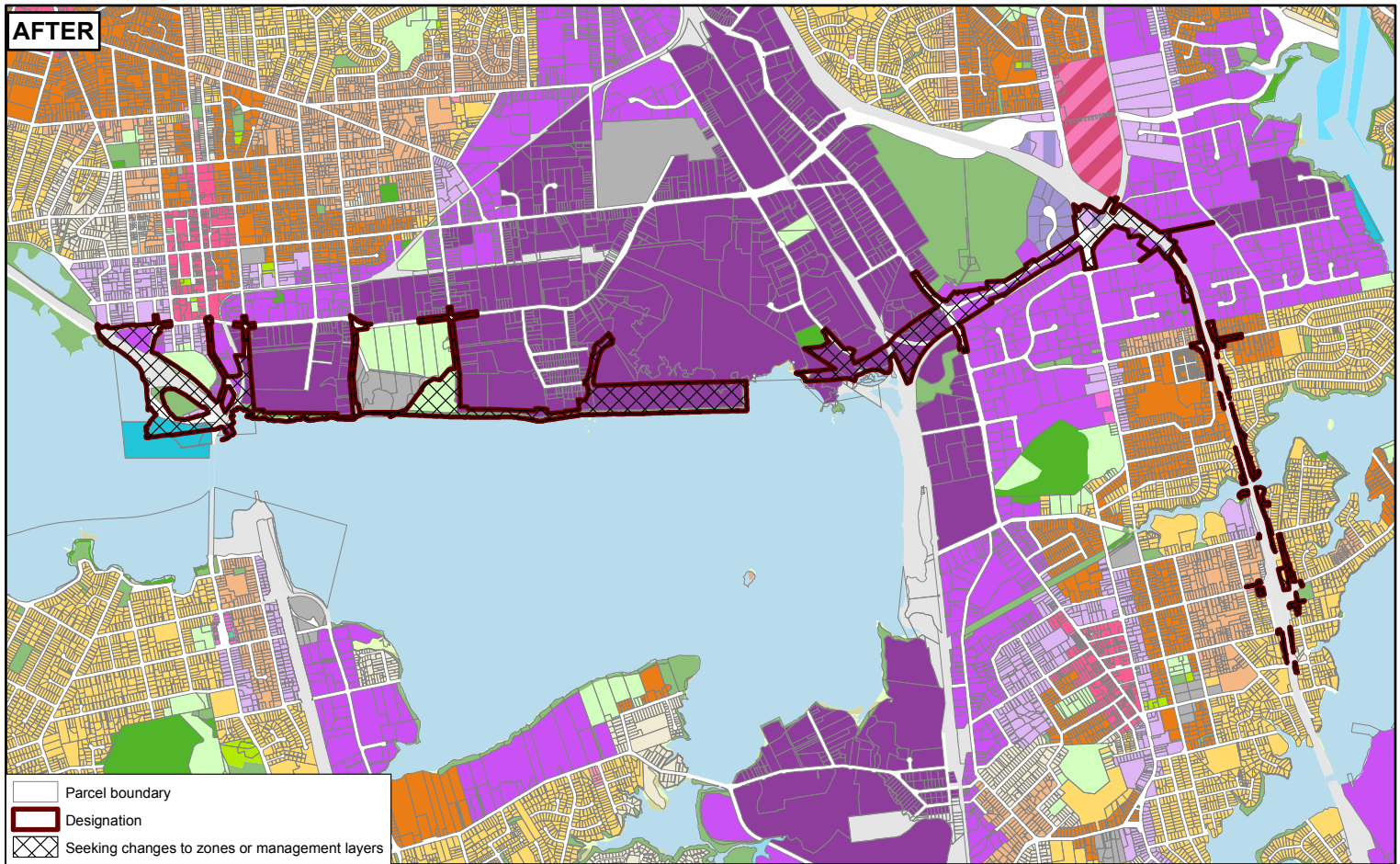
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BEFORE



AFTER



0 300 600 1,200 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: 5/07/2018

New Designation 6774 - East West Link and "Subject to Appeal" layer.



Plans and Places