

# Memo Date

28 February 2017

To: Phill Reid, Auckland-wide Manager

From: Bronnie Styles

Subject: **Plan Modification: Clause 20A Amendment to Chapter K of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Chapter K Designations
<b>Subject Site (if applicable)</b>	27 Ralph Eagles Place, Long Bay
<b>Legal Description (if applicable)</b>	Sec 2 SO 473715, Sec 5 SO 473715, Lot 3 DP 174359, Sec 2 SO 484928, Pt lot 2 DP 174359, Sec 2 SO 489775, Sec 1 489775
<b>Nature of change</b>	<p>A text change is required to correct designation 4527 Long Bay School to the Operative in Part version.</p> <p><b>Discussion</b></p> <p>Through the Unitary Plan process the Ministry of Education sought that the designations be included in the Proposed Auckland Unitary Plan in a standardised form that included consistent designation descriptions and terms/conditions, except in some circumstance where site specific conditions were appropriate. The Minister sought a standardised set of conditions for the Long Bay Designation.</p> <p>The Independent Hearing Panel's recommendation to Auckland Council pursuant to s 144(4) of the Local Government (Auckland Transitional Provisions) Act 2010 ("LGATPA") for the Long Bay Designations was to replace the legacy purpose and conditions for the Long Bay Designation with the standardised set of conditions.</p> <p>Due to an error the standardised set of conditions were not updated to designation 4527 Long Bay, the correction is now being carried out.</p>
<b>Effect of change</b>	This correction is of a minor nature and is required as per IHP Recommendations and the Ministry of Education's decision.
<b>Changes required to be made</b>	Amend designation text 4527 Long Bay Chapter K in the Operative in Part version as per the attachment.

**Prepared by:  
Bronnie Styles**

**Approved by:  
Phill Reid**

**Signature:**



**Signature:**





31 January 2018

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Dear Mike

#### **Unitary Plan Error - Designation 4527**

1. We act for the Minister of Education ("**Minister**") and the Ministry of Education ("**Ministry**").
2. It has recently come to our attention that the conditions for the Minister's Designation No. 4527 (Long Bay School) ("**the Long Bay Designation**") in the Auckland Unitary Plan: Operative in Part ("**Unitary Plan**") are incorrect, and do not reflect the Minister's decisions on her<sup>1</sup> designations on the Unitary Plan.
3. Given the considerable differences between the two sets of conditions, the effect of this error is significant. Indeed, the Ministry has recently had issues in relation to an Outline Plan submitted for Long Bay School based on Council's reliance on the legacy conditions, notwithstanding the fact that these have been incorrectly included in the Unitary Plan.
4. In order to resolve this error, we consider the most appropriate approach is to replace the incorrect designations conditions with the correct designation conditions through clause 20A of Schedule 1 of the Resource Management Act 1991 ("**RMA**") process.

#### ***Background to Error***

5. By way of background, through the Unitary Plan process the Minister sought that her designations be included in the Proposed Auckland Unitary Plan in a standardised form that included consistent designation descriptions and terms/conditions, except in some circumstances where site specific conditions were appropriate. The Minister sought a standardised set of conditions for the Long Bay Designation.<sup>2</sup>

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<sup>1</sup> The Minister of Education at the time of the decisions being made was the Hon Hekia Parata. The current Minister of Education is the Hon Chris Hipkins.

<sup>2</sup> Notice of Requirement by the Minister of Education regarding the inclusion of existing Designations in the Auckland Unitary Plan dated 28 August 2012.

6. The Independent Hearings Panel's ("the Panel") recommendation to Auckland Council pursuant to s 144(4) of the Local Government (Auckland Transitional Provisions) Act 2010 ("LGATPA") for the Long Bay Designation was to replace the legacy purpose and conditions for the Long Bay Designation with the standardised set of conditions:<sup>3</sup>

*Modify designation purpose and legacy conditions to standardised set of Standard Conditions for all Education designations.*

7. Pursuant to s 151(1) of the LGATPA,<sup>4</sup> the Council was required to make a "decision" on the Panel's recommendations which would be treated as recommendation notified under clause 9(1) of Schedule 1 of the RMA. The Council's recommendation to the Minister was that the Panel's recommendation on the Long Bay Designation be accepted:<sup>5</sup>

35. Report entitled "*Report to Auckland Council Hearing topic 074 Designations – Minister of Education – Designations with modifications, May 2016*"

[Designations: 4500, 4501, 4503-4505, 4508, 4509, 4510, 4512-4528, 4530-4532, 4535, 4537-4540, 4542-4548, 4550-4555, 4557-4572, 4576, 4577, 4579-4582, 4584-4588, 4590-4599, 4601-4603, 4606-4622, 4624, 4625, 4627, 4629-4632, 4634, 4641, 4643, 4644, 4646-4648, 4651-4654, 4656, 4658, 4659, 4701, 4705, 4706, 4708-4716, 4718-4721, 4723, 4724, 4727, 4729-4735, 4738-4742, 4744, 4746, 4748-4750, 4752, 4754, 4758-4764, 4768-4770, 472, 4774-4778, 4780-4787, 4789, 4793, 4794, 4796-4798, 4900-4902, 4904-4909, 4911, 4913-4922, 4924, 4927, 4930, 4932, 4933, 4935, 4937, 4938, 4941-4952, 4955, 4956, 4958, 4959, 4961, 4963, 4966, 4968, 4972, 4974-4976, 4978, 4979, 4981, 4983-4988, 4993-4994, 5001-5004, 5006, 5008-5011, 5013, 5014, 5016-5020, 5023-5025, 5028-5043, 5045-5048, 5050-5052, 5054 and 5055.]

That the following Panel recommendation at section 7 of the above report be ACCEPTED:

*"The Auckland Unitary Plan Independent Hearings Panel recommends that Auckland Council recommends to the requiring authority that it confirms the notice of requirement for the modifications to the designations included in the Proposed Auckland Unitary Plan subject to the further modifications in Attachment 1 and Attachment 2."*

8. The Minister's decision under s 151(2) of the LGATPA accepted the Council's recommendation on the Long Bay Designation in its entirety:<sup>6</sup>

*Pursuant to s 151(2) of the Act, the Minister of Education accepts in their entirety, the Council's recommendation set out in 7. Decisions of Auckland Council, and 44. Council decisions relating to Panel report entitled "Report to Auckland Council Hearing Topic 074 (Designations), July 2016."*

*Particular reference is made to the specific recommendations included in Attachment E, where the decision of the Minister is to:*

...

*2. Accepts in its entirety, recommendation no. 35 to confirm the Minister of Education's Notice of Requirement for modifications to the existing designations...*

<sup>3</sup> Refer: Report to Auckland Council Hearing Topic 074: Designations with modifications and submissions from Minister of Education and Auckland Council, Annexure 1.

<sup>4</sup> A decision of the Auckland Council that is notified to a requiring authority under section 148(4)(b) must be treated as if it were a recommendation notified under clause 9(1) of Schedule 1 of the RMA.

<sup>5</sup> Decisions of Auckland Council on recommendations by the AUIHP on submissions and further submissions to the PAUP, Attachment E (Designations, Parts 1, 2 and 3) – 19 August 2016 at page 26

<sup>6</sup> Decision of the Minister of Education's decision, dated 28 September 2016. Also see page 1 of Schedule to Decision, which notes specifically in relation to Designation 4527 that the Minister's decision is to accept the recommendations, and that there are no site specific conditions.

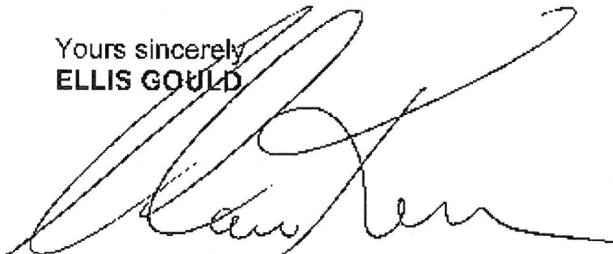
9. That is, the Minister's decision was to include the Long Bay Designation in the Unitary Plan with the standardised set of conditions. Pursuant to s 152(4) of the LGATPA, the Unitary Plan was required to be amended in accordance with the Minister's decision. However, this has not happened and the legacy conditions for the Long Bay Designation remain in the Unitary Plan. Consequently, the conditions for the Long Bay Designation currently included in the Unitary Plan are incorrect and require amendment.

**Conclusion**

10. In conclusion, Long Bay Designation should be amended as per the **enclosed** track change version so that the standardised set of conditions for all the Minister's designations applies to this designation. This is a clear error that will continue to cause significant issues for the Minister in undertaking works and activities within his designation.
11. We consider that this is most appropriately done through the clause 20A RMA process and request that the Council correct these anomalies pursuant to this process as a matter of urgency.

As always if you have any questions or queries please do not hesitate to contact us.

Yours sincerely  
**ELLIS GOULD**



**Dr Claire Kirman / Alex Devine**  
Partner / Solicitor

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## 4527 Long Bay School

Designation Number	4527
Requiring Authority	Minister of Education
Location	27 Ralph Eagles Place, Long Bay and Sec 2 SO 473715, Sec 5 SO 473715, Lot 3 DP 174359, Sec 2 SO 484928, Pt lot 2 DP 174359, Sec 2 SO
Rollover Designation	Yes
Legacy Reference	Designation 27, Auckland Council District Plan (North Shore Section)
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Educational purposes - primary school (years 0 - 8), Sports Field for Educational Purposes (years 0-13) and Early Childhood Education Centre

## Conditions

The standard conditions for all Minister of Education designations apply to this designation.

### General

- ~~The designation shall lapse on the expiry of 10 years from the date on which it is included in the Auckland Council District Plan (North Shore Section) if it has not been given effect to before the end of that period.~~
- ~~Any new building or building extension (excluding goal posts and similar structures, except for flood lights) shall comply with the height in relation to boundary controls in the Operative District Plan from any adjoining land zoned primarily for a residential purpose or rural residential purpose, or zoned for an open space/outdoor recreation purpose.~~

### Operational noise of the school

- ~~The operation of the primary school shall comply with the following noise limits, when measured at or within the boundary of any adjacent residentially zoned property or in the case of a rural zone, at a point 20m from the facade of any dwelling, or the site boundary, whichever is closest:~~

<del>Monday to Saturday 7:00am to 10:00 pm</del>	<del>55 dB <math>L_{Aeq(15 \text{ min})}</math></del>
<del>All other times</del>	<del>45 dB <math>L_{Aeq(15 \text{ min})}</math> 75 <math>L_{Amax}</math></del>

~~These noise levels do not apply to noise from standard school outdoor recreational activities occurring between 0800 and 1800 hours Monday to Saturday. Noise levels shall be measured and assessed in accordance with the New Zealand Standard on the Measurement of Environmental Sound (NZS 6801: 2008) and the New Zealand Standard on Acoustics - Environmental Noise (NZS 6802: 2008).~~

## Car Parking

4. ~~On-site car parking shall be provided at the rate of two car parks per new classroom or classroom equivalent, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate. For the avoidance of doubt, this condition shall only apply where there is a net increase in the number of classrooms or classroom equivalents.~~
5. ~~In addition to any car parking required for the school, on-site car parking for early childhood education (preschool) shall be provided at the rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one for each full-time equivalent staff member required for the licence or design capacity of the centre, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate.~~

## Works exempt from an Outline of Works

6. ~~An outline plan of works shall not be required for:~~
  - a) ~~Construction activity including placement of fill and creation of a temporary haul road associated with the formation of a sports field in general accordance with the plans and information submitted with the Notice of Requirement and associated regional consent applications as listed in **Annexure 1** to these conditions (note: any future building platform development or bulk earthworks over and above the extent of earthworks specifically identified in the Notice of Requirement shall require an Outline Plan of Works).~~
  - b) ~~Any internal building works other than those that result in a net increase in the number of classrooms or classroom equivalents;~~
  - c) ~~General building maintenance and repair work, including but not limited to re-painting, re-cladding and re-roofing;~~
  - d) ~~Installing, modifying and removing playground furniture and sports structures (e.g. goal posts).~~
  - e) ~~Amending any internal pedestrian circulation routes/pathways outside of Riparian Margins, and the Ecology/Stormwater Management Areas overlays as defined in the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan), and outside of mitigation planting as required by any another condition on this designation.~~
  - f) ~~Installing, maintaining or repairing any in-ground infrastructure services such as stormwater, sewerage and water lines and connections, including any ancillary earthworks, except for development in any Riparian Margin Ecology/Stormwater Management Areas overlays as defined in the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan) and/or watercourse and/or, outside areas of mitigation planting as required by any other condition on this designation.~~



- ~~g) Provision of landscaping and gardens, provided that it does not conflict with any designation condition or other landscaping required as mitigation as part of an outline plan or resource consent for other works; or;~~
- ~~h) General site maintenance and repair work, or boundary fencing otherwise permitted by the District Plan.~~

~~**Advice Note:** The above condition should be read alongside Condition 21 which seeks to restrict development in Ecology/Stormwater Management Areas and Riparian Margins, except for those exceptions provided for in parts e) and f) of the above condition through an Outline Plan of Works process.~~

#### **Tree protection and monitoring during construction of the sports field**

~~7. A suitably qualified arborist (works arborist) shall be engaged by the Requiring Authority to monitor, supervise and direct all sports field development works in the vicinity of trees.~~

- ~~a) The Requiring Authority shall arrange a pre-start site meeting with
  - ~~(i) Council's Arboricultural & Landscape Adviser~~
  - ~~(ii) Council's Parks Officer (in relation to Ashley Reserve)~~
  - ~~(iii) Council's Compliance Monitoring Officer~~
  - ~~(iv) the works arborist, and~~
  - ~~(v) the project manager / primary contractor.~~~~

~~The purpose of the pre-start meeting is to confirm protection measures for vegetation to be retained in the vicinity of the sports field development.~~

- ~~b) All works and activities associated with the sports field development shall be undertaken as directed by the works arborist in relation to the protection of trees and their root zones.~~
- ~~c) All works and activities associated with the sports field development shall be undertaken in a manner that ensures the long-term health and viability of any tree outside the defined Extent of Works is not compromised.~~
- ~~d) The following trees shown within (or straddling) the defined Extent of Works shall be retained during the construction of the sports field:
  - ~~(i) Trees 2, 3, 4, and 20a of the 07 Nov 2014 Arberlab report.~~
  - ~~(ii) The row of some 32 similar-sized small/young pohutukawa lined along the crest of the mown bank at the edge of the existing sports field (along the proposed haul road for the sports field development), except that removal of the eastern-most six pohutukawa of the row is permitted.~~~~
- ~~e) Removal of the following trees is permitted:
  - ~~(i) Removal of pines 5, 6, 7 and 8 (outside the defined Extent of Works).~~~~

- ~~(ii) Removal of trees 26 to 31 along the Ashley Avenue boundary (even if they are located outside the defined Extent of Works).~~
- ~~(iii) Removal of all trees within the defined Extent of Works other than those identified for retention in the above condition.~~

~~For clarification, the defined Extent of Works is identified in the following Appendices (or as otherwise noted) of the Arborlab report (Arboricultural Assessment: Long Bay Primary School Notice of Requirement dated 07 November 2014, Revision 5):~~

~~Appendix 4: Tree Location Plan (showing part of the Extent of Works) Woods drawing 10352-02-GE-040, Rev 1 dated 21.10.14 (refer also to the subsequent amendment Rev 2 dated 08.01.15 of this drawing (a realignment along the Ashley Road boundary)) Appendix 6: Extent of Works / Designation Plan Woods drawing 10352-02-GE-010, Rev 1 dated 21.10.14 (refer also to the subsequent amendment Rev 2 dated 08.01.15 of this drawing (a realignment along the Ashley Road boundary)).~~

- ~~8. All vegetation clearance and tree removals shall be undertaken by suitably trained and experienced persons, and in a manner that ensures any damage or disturbance to the retained protected vegetation/trees and their rootzones is sufficiently minor that the vegetation/trees are not compromised.~~
- ~~9. During the bulk earthworks to enable development of the sports field, the project works arborist shall undertake regular site audits and shall submit monthly compliance memos to the Manager Northern Resource Consents, Auckland Council for the duration of the works, including a final memo issued within 14 working days of the completion of works. These memos shall provide confirmation that in the opinion of the works arborist, the completed works (or works completed to date) have been undertaken without compromising the long term health and viability of the retained protected trees within and alongside the Extent of Works (or as otherwise assessed by the works arborist, in which case any instance of non-compliance or more than minor damage shall be reported in the memo, and shall be liable to remedial action to the satisfaction of Council, at the Requiring Authority's expense).~~
- ~~10. Any pruning of retained vegetation shall be carried out in accordance with currently accepted arboricultural best practice, and so that the long term health and viability of the vegetation is not compromised. All pruning shall be conducted in a manner that ensures any damage or disturbance to other retained protected vegetation/trees and their rootzones is sufficiently minor that the vegetation/trees are not compromised.~~

### **Noise and construction**

- ~~11. Prior to the commencement of works to construct the sports field, a construction noise management plan (CNMP) shall be submitted to the Team Leader Northern Monitoring, Auckland Council. The CNMP shall provide specific details on the following matters:~~
  - ~~• controls to meet the relevant noise limits identified in *New Zealand Standard NZS 6803:1999 Acoustics – Construction noise* taking into account cumulative effects such as from the Glenvar Ridge Road construction works;~~
  - ~~• how construction will be scheduled to avoid noisy activities taking place during school hours where practicable; and~~



- ~~how construction noise will achieve the recommended school noise standards set out in Designing Quality Learning Spaces: Acoustics, MoE, 2007.~~

### **Vibration**

- ~~12. Prior to the commencement of earthworks to construct the sports field, advanced notification shall be provided to the school and occupants of any dwellings if they are predicted to be affected by perceptible levels of vibration as defined in Part 2 of British Standard BS 5228-2:2009 by placement of fill and construction of the haul road.~~
- ~~13. Vibration generated by the construction activities associated with the works to construct the sports field shall comply with the requirements of German Standard s DIN 4150:1999 Structural Vibration – Effects of Vibration on Structures in its entirety.~~

### **Impervious Surface Coverage and Stormwater**

- ~~14. In the event that new impervious surfaces or buildings are constructed on Pt Lot 1 DP 65039 (CT NA22D/801) or Pt Lot 2 DP 174359 (CT NA107A/200) which are located within Stormwater Area A of the Long Bay Structure Plan, the following shall apply:
 
  - ~~impervious areas of the land subject to this condition shall be limited to a maximum of 50% of the land area.~~
  - ~~Development is to incorporate on-site stormwater mitigation measures that mitigate the adverse water quality and quantity effects from 80% of impervious surfaces.~~~~

*~~Explanation: This rule reflects the combined limits imposed by Policy 17B.1.3.1.3(b) and 17B.1.3.3(e)(iii) of the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) which applies site-wide limits for impervious surfaces and on-site stormwater mitigation in the Long Bay 2 zone.~~*

### **Geotechnical**

- ~~15. Prior to the commencement of any future building on areas of land that have been subject to earthworks filling associated with the construction of the sports field in accordance with the documents attached in Annexure 1, a Geotechnical Design Report, limited in scope to confirming suitable land stability will be achieved, shall be submitted to the Team Leader (North-Takapuna), Development Engineering, Natural Resources and Specialist Input, Auckland Council. In undertaking the works, the Requiring Authority shall take account of the Geotechnical Design Report and any prior related geotechnical reports.~~

~~If requested, a Geotechnical Completion Report shall be provided for the records of Council no later than 40 working days from vegetation cover being completed on the modified landform.~~

~~The report shall be prepared by a suitably qualified person for the final design.~~

*~~Advice Note: Reporting standards are set out in the Auckland Council Code of Practice for Land Development Section 2, Earthworks and Geotechnical Requirements. The Team Leader (North-Takapuna) may elect to provide comment to the Requiring Authority within 20 working days of the submission of the Geotechnical Design Report for the records of Council. It is requested that the Requiring Authority refer such comments for consideration by the Geotechnical Consultant acting in respect of the project works.~~*



## Archaeology

- ~~16. All works to construct the sports field shall be undertaken in accordance with the project's approved Site Instruction that outlines management procedures and mitigation requirements for heritage throughout the duration of the project.~~
- ~~17. Prior to the commencement of earthworks to construct the sports field, the project archaeologist shall provide a contractors briefing to all contractors as outlined in the Site Instruction.~~
- ~~18. The project shall have procedures in place to ensure work stops in the immediate vicinity of any exposed remains and that Heritage New Zealand and the Council's Cultural Heritage Implementation Team are informed of any archaeological discoveries.~~
- ~~19. If previously unrecorded material (koiwi, taonga, sites) of prehistoric Maori settlement and activities are uncovered during site works, the Mana Whenua cultural heritage accidental discovery protocol as set out in Annexure 2 shall apply.~~

~~**Advice note:** All earthworks must comply with the conditions of Archaeological Authority no. 2015/629 granted by Heritage New Zealand Pouhere Taonga, and adhere to the approved Site Instruction.~~

## Travel Plan

- ~~20. Prior to the opening of the sports field, a Travel Plan shall be submitted to the Team Leader Northern Monitoring, Auckland Council. The Travel Plan shall have regard to the following:~~
  - ~~(i) Encouraging the use of sustainable transport modes such as walking and cycling through ongoing communication with parents through the provision of an ongoing School Travel Plan.~~
  - ~~(ii) The need for additional traffic management measures during school times such as patrolled school crossings and the need for staff members to manage cars during the busy afternoon peak.~~
  - ~~(iii) Monitoring of the performance of the pick-up/drop-off area and if necessary consider increasing the extent of the restricted parking on Ralph Eagles Place, thereby increasing the capacity of the pick-up/drop-off area. This could be done in consultation with Auckland Transport.~~

## Ecology/Stormwater Management Area overlay and Riparian Margins

- ~~21. Following the completion of the works to construct the sports field and create a grassed access from the Primary School to Ashley Reserve (as listed in Annexure 1 to these conditions), no buildings or other development shall be located within the Ecology/Stormwater Management Area overlays (see Appendix 11A of the Long Bay Structure Plan Maps of the Auckland Council District Plan (North Shore section)) and Riparian Margins as identified by the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan) except for those works that require an Outline Plan of Works as outlined in condition 6.~~

~~**Explanation:** To encourage revegetation as intended by the Ecological Stormwater Management Area overlay as provided for in the Long Bay Structure Plan.~~

~~22. The Requiring Authority shall not remove any replanted vegetation described in the Overall Mitigation Plan Rev A by Boffa Miskell dated 19 March 2015 that is located within an Ecology/Stormwater Management Area Overlay and/or Riparian Margin, as defined in Appendix 11A of the Long Bay Structure Plan maps of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan).~~

~~This condition shall not apply to the replacement of dead or dying plants, or to minor works such as minor tracks to encourage revegetated areas to be used as part of the school curriculum, provided that an Outline Plan of Works is submitted for any such works and any plants removed are replaced at a ratio of 1:1.~~

**Annexure 1: List of drawings recommended for approval**

<b>Report title and reference</b>	<b>Author</b>	<b>Rev</b>	<b>Dated</b>	<b>Relevant application</b>
<del>Assessment of Environmental Effects</del>	<del>Hill Young Cooper &amp; Incite</del>	<del>A</del>	<del>28 October 2014</del>	<del>PA-214 PA-215</del>
<del>NoR</del>	<del>Incite</del>	<del>N/A</del>	<del>9 October 2014</del>	<del>PA-214 PA-215</del>
<del>Heritage Impact Assessment – Glenvar Ridge Road</del>	<del>Dr Caroline Phillips</del>	<del>N/A</del>	<del>2014</del>	<del>PA-214</del>
<del>Preliminary Geotechnical Report- 35 Ashley Avenue, Long Bay- Factual Geotechnical</del>	<del>Coffey</del>	<del>N/A</del>	<del>30 May 2014</del>	<del>PA-214 PA-215</del>
<del>Glenvar Ridge Road and Long Bay Primary School Flood Analysis Report</del>	<del>Woods</del>	<del>N/A</del>	<del>October 2014</del>	<del>PA-214 PA-215</del>
<del>Long Bay Primary School – Arboricultural Assessment</del>	<del>Arbolab</del>	<del>5</del>	<del>7 November 2014</del>	<del>PA-214 PA-215</del>



Long Bay Primary School – Construction Methodology Guideline	Woods	2	October 2014	PA 214 PA 215
Long Bay Primary School – Environmental Site Assessment (revised to update p14)	Coffey	3	23 September 2014	PA 214 PA 215
Long Bay Primary School – Assessment of Ecological Effects	Boffa Miskell	D	22 October 2014	PA 214 PA 215
Glenvar Ridge Road Addendum Letter- Re: Ecology-retention of Kanuka 20a	Boffa Miskell	N/A	3 December 2014	PA 214 PA 215
Long Bay Primary School – Erosion and Sediment Control Methodology	Woods	N/A	9 October 2014	PA 214 PA 215
Long Bay Primary School – Assessment of Landscape and Visual Effects	Boffa Miskell	0	23 October 2014	PA 214 PA 215
Stormwater Assessment Report for the Relocation of the Long Bay College Carpark Treatment	Woods	N/A	October 2014	PA 214 PA 215
Long Bay Primary School Transportation Assessment	Flow	N/A	September 2014	PA 214
Consultation Report- Long Bay Primary Project	Incite	N/A	21 October 2014	PA 214 PA 215

Plan title and reference	Drawing Ref	Author	Rev	Dated	Relevant application
Long Bay Primary School Project – Extent of Works/Designation Plan	10352-2 GE-010	Woods	2	08.01.15	PA 214 PA 215
Long Bay Primary School Project – Cut and Fill Contours	10352-02 GE-015	Woods	2	08.01.15	PA 214

					PA 215
<del>Long Bay Primary School Project – Construction Management Plan</del>	<del>10352-02-GE-030</del>	<del>Woods</del>	<del>2</del>	<del>11.05.15</del>	<del>PA 214</del> <del>PA 215</del>
<del>Long Bay Primary School Project – Cadastral Boundaries And Extent of Works</del>	<del>10352-02-GE-011</del>	<del>Woods</del>	<del>2</del>	<del>08.01.15</del>	<del>PA 214</del> <del>PA 215</del>
<del>Long Bay Primary School Project – Tree Location Plan</del>	<del>10352-02-GE-040</del>	<del>Woods</del>	<del>2</del>	<del>08.01.15</del>	<del>PA 214</del> <del>PA 215</del>
<del>Long Bay Primary School Project – Extent of Works MoE And Auckland Transport</del>	<del>10352-02-SK-91</del>	<del>Woods</del>	<del>4</del>	<del>08.01.15</del>	<del>PA 214</del> <del>PA 215</del>
<del>Long Bay Primary School</del>	<del>10352-02-SK-001</del>	<del>Woods</del>	<del>1</del>	<del>n/a</del>	<del>PA214</del>

## **Annexure 2: Mana Whenua Accidental Discovery Protocol**

If, at any time during site works, potential koiwi, archaeology or artefacts of Māori origin are discovered, then all site works, including earth moving machinery must stop around the location of the find and the following accidental discovery protocol must be followed:

- ~~The site owner or the site manager must immediately advise the kaitiaki and kaumatua of the relevant Mana Whenua, Team Leader Cultural Heritage (Implementation) and Heritage New Zealand Pouhere Taonga (HNZPT).~~
- ~~Mana Whenua will determine the tikanga for appropriate preservation, management and handling of the koiwi, archaeology or artefacts of Māori origin that are uncovered, which may include removal of the koiwi, archaeology or artefacts of Māori origin from the site by Mana Whenua or preservation within the site.~~
- ~~Preservation of the koiwi, archaeology or artefacts of Māori origin that are uncovered may require amendments to the site works to avoid adverse effects on sites of significance to Mana Whenua and Maori values.~~
- ~~Works within the identified area must not recommence until approval has been granted by HNZPT in consultation with Mana Whenua.~~

~~Any final archaeological reporting resulting from an accidental discovery shall be submitted to the council's the Cultural Heritage Team (Implementation) for the purposes of record keeping within 30 days of an updated report being provided to HNZPT~~

## Attachments

No attachments.



## 4527 Long Bay School

Designation Number	4527
Requiring Authority	Minister of Education
Location	27 Ralph Eagles Place, Long Bay and Sec 2 SO 473715, Sec 5 SO 473715, Lot 3 DP 174359, Sec 2 SO 484928, Pt lot 2 DP 174359, Sec 2 SO 489775, Sec 1 489775
Rollover Designation	Yes
Legacy Reference	Designation 27, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Educational purposes - primary school (years 0 - 8), Sports Field for Educational Purposes (years 0-13) and Early Childhood Education Centre

## Conditions

The standard conditions for all Minister of Education designations apply to this designation.

### General

- ~~The designation shall lapse on the expiry of 10 years from the date on which it is included in the Auckland Council District Plan (North Shore Section) if it has not been given effect to before the end of that period.~~
- ~~Any new building or building extension (excluding goal posts and similar structures, except for flood lights) shall comply with the height in relation to boundary controls in the Operative District Plan from any adjoining land zoned primarily for a residential purpose or rural residential purpose, or zoned for an open space/outdoor recreation purpose.~~

### Operational noise of the school

- ~~The operation of the primary school shall comply with the following noise limits, when measured at or within the boundary of any adjacent residentially zoned property or in the case of a rural zone, at a point 20m from the facade of any dwelling, or the site boundary, whichever is closest:~~

<del>Monday to Saturday 7:00am to 10:00 pm</del>	<del>55 dB L<sub>Aeq(15-min)</sub></del>
<del>All other times</del>	<del>45 dB L<sub>Aeq(15-min)</sub> 75 L<sub>Amax</sub></del>

~~These noise levels do not apply to noise from standard school outdoor recreational activities occurring between 0800 and 1800 hours Monday to Saturday. Noise levels shall be measured and assessed in accordance with the New Zealand Standard on the Measurement of Environmental Sound (NZS 6801: 2008) and the New Zealand Standard on Acoustics - Environmental Noise (NZS 6802: 2008).~~

## Car Parking

4. ~~On-site car parking shall be provided at the rate of two car parks per new classroom or classroom equivalent, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate. For the avoidance of doubt, this condition shall only apply where there is a net increase in the number of classrooms or classroom equivalents.~~
5. ~~In addition to any car parking required for the school, on-site car parking for early childhood education (preschool) shall be provided at the rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one for each full time equivalent staff member required for the licence or design capacity of the centre, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer and/or transportation planner, that a lesser level is appropriate.~~

## ~~Works exempt from an Outline of Works~~

6. ~~An outline plan of works shall not be required for:~~
  - a) ~~Construction activity including placement of fill and creation of a temporary haul road associated with the formation of a sports field in general accordance with the plans and information submitted with the Notice of Requirement and associated regional consent applications as listed in Annexure 1 to these conditions (note: any future building platform development or bulk earthworks over and above the extent of earthworks specifically identified in the Notice of Requirement shall require an Outline Plan of Works).~~
  - b) ~~Any internal building works other than those that result in a net increase in the number of classrooms or classroom equivalents;~~
  - c) ~~General building maintenance and repair work, including but not limited to re-painting, re-cladding and re-roofing;~~
  - d) ~~Installing, modifying and removing playground furniture and sports structures (e.g. goal posts).~~
  - e) ~~Amending any internal pedestrian circulation routes/pathways outside of Riparian Margins, and the Ecology/Stormwater Management Areas overlays as defined in the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan), and outside of mitigation planting as required by any another condition on this designation.~~
  - f) ~~Installing, maintaining or repairing any in-ground infrastructure services such as stormwater, sewerage and water lines and connections, including any ancillary earthworks, except for development in any Riparian Margin Ecology/Stormwater Management Areas overlays as defined in the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan) and/or watercourse and/or, outside areas of mitigation planting as required by any other condition on this designation.~~

- g) ~~Provision of landscaping and gardens, provided that it does not conflict with any designation condition or alter landscaping required as mitigation as part of an outline plan or resource consent for other works; or;~~
- h) ~~General site maintenance and repair work, or boundary fencing otherwise permitted by the District Plan.~~

*~~Advice Note: The above condition should be read alongside Condition 21 which seeks to restrict development in Ecology/Stormwater Management Areas and Riparian Margins, except for those exceptions provided for in parts e) and f) of the above condition through an Outline Plan of Works process.~~*

#### **~~Tree protection and monitoring during construction of the sports field~~**

7. ~~A suitably qualified arborist (works arborist) shall be engaged by the Requiring Authority to monitor, supervise and direct all sports field development works in the vicinity of trees.~~

- a) ~~The Requiring Authority shall arrange a pre-start site meeting with~~
  - (i) ~~Council's Arboricultural & Landscape Advisor~~
  - (ii) ~~Council's Parks Officer (in relation to Ashley Reserve)~~
  - (iii) ~~Council's Compliance Monitoring Officer~~
  - (iv) ~~the works arborist, and~~
  - (v) ~~the project manager / primary contractor.~~

~~The purpose of the pre-start meeting is to confirm protection measures for vegetation to be retained in the vicinity of the sports field development.~~

- b) ~~All works and activities associated with the sports field development shall be undertaken as directed by the works arborist in relation to the protection of trees and their root zones.~~
- c) ~~All works and activities associated with the sports field development shall be undertaken in a manner that ensures the long term health and viability of any tree outside the defined Extent of Works is not compromised.~~
- d) ~~The following trees shown within (or straddling) the defined Extent of Works shall be retained during the construction of the sports field:~~
  - (i) ~~Trees 2, 3, 4, and 20a of the 07 Nov 2014 Arborlab report.~~
  - (ii) ~~The row of some 32 similar-sized small/young pohutukawa lined along the crest of the mown bank at the edge of the existing sports field (along the proposed haul road for the sports field development), except that removal of the eastern-most six pohutukawa of the row is permitted.~~
- e) ~~Removal of the following trees is permitted:~~
  - (i) ~~Removal of pines 5, 6, 7 and 8 (outside the defined Extent of Works).~~



- ~~(ii) Removal of trees 26 to 31 along the Ashley Avenue boundary (even if they are located outside the defined Extent of Works).~~
- ~~(iii) Removal of all trees within the defined Extent of Works other than those identified for retention in the above condition.~~

For clarification, the defined Extent of Works is identified in the following Appendices (or as otherwise noted) of the Arborlab report (Arboricultural Assessment: Long Bay Primary School Notice of Requirement dated 07 November 2014, Revision 5):

Appendix 4: Tree Location Plan (showing part of the Extent of Works) Woods drawing 10352-02-GE-040, Rev 1 dated 21.10.14 (refer also to the subsequent amendment Rev 2 dated 08.01.15 of this drawing (a realignment along the Ashley Road boundary)) Appendix 6: Extent of Works / Designation Plan Woods drawing 10352-02-GE-010, Rev 1 dated 21.10.14 (refer also to the subsequent amendment Rev 2 dated 08.01.15 of this drawing (a realignment along the Ashley Road boundary)).

- ~~8. All vegetation clearance and tree removals shall be undertaken by suitably trained and experienced persons, and in a manner that ensures any damage or disturbance to the retained protected vegetation/trees and their rootzones is sufficiently minor that the vegetation/trees are not compromised.~~
- ~~9. During the bulk earthworks to enable development of the sports field, the project works arborist shall undertake regular site audits and shall submit monthly compliance memos to the Manager Northern Resource Consents, Auckland Council for the duration of the works, including a final memo issued within 14 working days of the completion of works. These memos shall provide confirmation that in the opinion of the works arborist, the completed works (or works completed to date) have been undertaken without compromising the long term health and viability of the retained protected trees within and alongside the Extent of Works (or as otherwise assessed by the works arborist, in which case any instance of non-compliance or more than minor damage shall be reported in the memo, and shall be liable to remedial action to the satisfaction of Council, at the Requiring Authority's expense).~~
- ~~10. Any pruning of retained vegetation shall be carried out in accordance with currently accepted arboricultural best practice, and so that the long term health and viability of the vegetation is not compromised. All pruning shall be conducted in a manner that ensures any damage or disturbance to other retained protected vegetation/trees and their rootzones is sufficiently minor that the vegetation/trees are not compromised.~~

#### **Noise and construction**

- ~~11. Prior to the commencement of works to construct the sports field, a construction noise management plan (CNMP) shall be submitted to the Team Leader Northern Monitoring, Auckland Council. The CNMP shall provide specific details on the following matters:
  - ~~• controls to meet the relevant noise limits identified in *New Zealand Standard NZS 6803:1999 Acoustics – Construction noise* taking into account cumulative effects such as from the Glenvar Ridge Road construction works;~~
  - ~~• how construction will be scheduled to avoid noisy activities taking place during school hours where practicable; and~~~~

- ~~how construction noise will achieve the recommended school noise standards set out in Designing Quality Learning Spaces: Acoustics, MoE, 2007.~~

### **Vibration**

- ~~12. Prior to the commencement of earthworks to construct the sports field, advanced notification shall be provided to the school and occupants of any dwellings if they are predicted to be affected by perceptible levels of vibration as defined in Part 2 of British Standard BS 5228-2:2009 by placement of fill and construction of the haul road.~~
- ~~13. Vibration generated by the construction activities associated with the works to construct the sports field shall comply with the requirements of German Standard s DIN 4150:1999 Structural Vibration – Effects of Vibration on Structures in its entirety.~~

### **Impervious Surface Coverage and Stormwater**

- ~~14. In the event that new impervious surfaces or buildings are constructed on Pt Lot 1 DP 65039 (CT NA22D/801) or Pt Lot 2 DP 174359 (CT NA107A/200) which are located within Stormwater Area A of the Long Bay Structure Plan, the following shall apply:~~
  - ~~Impervious areas of the land subject to this condition shall be limited to a maximum of 50% of the land area.~~
  - ~~Development is to incorporate on-site stormwater mitigation measures that mitigate the adverse water quality and quantity effects from 80% of impervious surfaces.~~

***Explanation:** This rule reflects the combined limits imposed by Policy 17B.1.3.1.3(b) and 17B.1.3.3(c)(iii) of the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) which applies site-wide limits for impervious surfaces and on-site stormwater mitigation in the Long Bay 2 zone.*

### **Geotechnical**

- ~~15. Prior to the commencement of any future building on areas of land that have been subject to earthworks filling associated with the construction of the sports field in accordance with the documents attached in Annexure 1, a Geotechnical Design Report, limited in scope to confirming suitable land stability will be achieved, shall be submitted to the Team Leader (North-Takapuna), Development Engineering, Natural Resources and Specialist Input, Auckland Council. In undertaking the works, the Requiring Authority shall take account of the Geotechnical Design Report and any prior related geotechnical reports.~~

~~If requested, a Geotechnical Completion Report shall be provided for the records of Council no later than 40 working days from vegetation cover being completed on the modified landform.~~

~~The report shall be prepared by a suitably qualified person for the final design.~~

***Advice Note:** Reporting standards are set out in the Auckland Council Code of Practice for Land Development Section 2, Earthworks and Geotechnical Requirements. The Team Leader (North-Takapuna) may elect to provide comment to the Requiring Authority within 20 working days of the submission of the Geotechnical Design Report for the records of Council. It is requested that the Requiring Authority refer such comments for consideration by the Geotechnical Consultant acting in respect of the project works.*

## **Archaeology**

- ~~16. All works to construct the sports field shall be undertaken in accordance with the project's approved Site Instruction that outlines management procedures and mitigation requirements for heritage throughout the duration of the project.~~
- ~~17. Prior to the commencement of earthworks to construct the sports field, the project archaeologist shall provide a contractors briefing to all contractors as outlined in the Site Instruction.~~
- ~~18. The project shall have procedures in place to ensure work stops in the immediate vicinity of any exposed remains and that Heritage New Zealand and the Council's Cultural Heritage Implementation Team are informed of any archaeological discoveries.~~
- ~~19. If previously unrecorded material (koiwi, taonga, sites) of prehistoric Maori settlement and activities are uncovered during site works, the Mana Whenua cultural heritage accidental discovery protocol as set out in Annexure 2 shall apply.~~

~~*Advice note: All earthworks must comply with the conditions of Archaeological Authority no. 2015/629 granted by Heritage New Zealand Pouhere Taonga, and adhere to the approved Site Instruction.*~~

## **Travel Plan**

- ~~20. Prior to the opening of the sports field, a Travel Plan shall be submitted to the Team Leader Northern Monitoring, Auckland Council. The Travel Plan shall have regard to the following.~~
  - ~~(i) Encouraging the use of sustainable transport modes such as walking and cycling through ongoing communication with parents through the provision of an ongoing School Travel Plan.~~
  - ~~(ii) The need for additional traffic management measures during school times such as patrolled school crossings and the need for staff members to manage cars during the busy afternoon peak.~~
  - ~~(iii) Monitoring of the performance of the pick-up/drop-off area and if necessary consider increasing the extent of the restricted parking on Ralph Eagles Place, thereby increasing the capacity of the pick-up/drop-off area. This could be done in consultation with Auckland Transport.~~

## **Ecology/Stormwater Management Area overlay and Riparian Margins**

- ~~21. Following the completion of the works to construct the sports field and create a grassed access from the Primary School to Ashley Reserve (as listed in Annexure 1 to these conditions), no buildings or other development shall be located within the Ecology/Stormwater Management Area overlays (see Appendix 11A of the Long Bay Structure Plan Maps of the Auckland Council District Plan (North Shore section)) and, Riparian Margins as identified by the Long Bay Structure Plan of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan) except for those works that require an Outline Plan of Works as outlined in condition 6.~~

~~*Explanation: To encourage revegetation as intended by the Ecological Stormwater Management Area overlay as provided for in the Long Bay Structure Plan.*~~



~~22. The Requiring Authority shall not remove any replanted vegetation described in the Overall Mitigation Plan Rev A by Boffa Miskell dated 19 March 2015 that is located within an Ecology/Stormwater Management Area Overlay and/or Riparian Margin, as defined in Appendix 11A of the Long Bay Structure Plan maps of the Auckland Council District Plan (North Shore Section) or equivalent controls in any future operative district plan (including the Auckland Unitary Plan).~~

~~This condition shall not apply to the replacement of dead or dying plants, or to minor works such as minor tracks to encourage revegetated areas to be used as part of the school curriculum, provided that an Outline Plan of Works is submitted for any such works and any plants removed are replaced at a ratio of 1:1.~~

**Annexure 1: List of drawings recommended for approval**

Report title and reference	Author	Rev	Dated	Relevant application
Assessment of Environmental Effects	Hill Young Cooper & Incite	A	28 October 2014	PA 214 PA 215
NoR	Incite	N/A	9 October 2014	PA 214 PA 215
Heritage Impact Assessment – Glenvar Ridge Road	Dr Caroline Phillips	N/A	2014	PA 214
Preliminary Geotechnical Report 35 Ashley Avenue, Long Bay Factual Geotechnical	Coffey	N/A	30 May 2014	PA 214 PA 215
Glenvar Ridge Road and Long Bay Primary School Flood Analysis Report	Woods	N/A	October 2014	PA 214 PA 215
Long Bay Primary School – Arboricultural Assessment	Arbolab	5	7 November 2014	PA 214 PA 215

Long Bay Primary School— Construction Methodology Guideline	Woods	2	October 2014	PA 214 PA 215
Long Bay Primary School— Environmental Site Assessment (revised to update p14)	Coffey	3	23 September 2014	PA 214 PA 215
Long Bay Primary School— Assessment of Ecological Effects	Boffa Miskell	D	22 October 2014	PA 214 PA 215
Glenvar Ridge Road Addendum Letter—Re: Ecology—retention of Kanuka 20a	Boffa Miskell	N/A	3 December 2014	PA 214 PA 215
Long Bay Primary School— Erosion and Sediment Control Methodology	Woods	N/A	9 October 2014	PA 214 PA 215
Long Bay Primary School— Assessment of Landscape and Visual Effects	Boffa Miskell	0	23 October 2014	PA 214 PA 215
Stormwater Assessment Report for the Relocation of the Long Bay College Carpark Treatment	Woods	N/A	October 2014	PA 214 PA 215
Long Bay Primary School Transportation Assessment	Flow	N/A	September 2014	PA 214
Consultation Report—Long Bay Primary Project	Incite	N/A	21 October 2014	PA 214 PA 215

<b>Plan title and reference</b>	<b>Drawing Ref</b>	<b>Author</b>	<b>Rev</b>	<b>Dated</b>	<b>Relevant application</b>
Long Bay Primary School Project— Extent of Works/Designation Plan	10352-2 GE 010	Woods	2	08.01.15	PA 214 PA 215
Long Bay Primary School Project— Cut and Fill Contours	10352-02 GE 015	Woods	2	08.01.15	PA 214

					PA-215
Long Bay Primary School Project – Construction Management Plan	10352-02-GE-030	Woods	2	11.05.15	PA-214 PA-215
Long Bay Primary School Project – Cadastral Boundaries And Extent of Works	10352-02-GE-011	Woods	2	08.01.15	PA-214 PA-215
Long Bay Primary School Project – Tree Location Plan	10352-02-GE-040	Woods	2	08.01.15	PA-214 PA-215
Long Bay Primary School Project – Extent of Works. MoE And Auckland Transport	10352-02-SK-91	Woods	4	08.01.15	PA-214 PA-215
Long Bay Primary School	10352-02-SK-001	Woods	1	n/a	PA214

## **Annexure 2: Mana Whenua Accidental Discovery Protocol**

If, at any time during site works, potential koiwi, archaeology or artefacts of Māori origin are discovered, then all site works, including earth moving machinery must stop around the location of the find and the following accidental discovery protocol must be followed:

- The site owner or the site manager must immediately advise the kaitiaki and kaumatua of the relevant Mana Whenua, Team Leader Cultural Heritage (Implementation) and Heritage New Zealand Pouhere Taonga (HNZPT).
- Mana Whenua will determine the tikanga for appropriate preservation, management and handling of the koiwi, archaeology or artefacts of Māori origin that are uncovered, which may include removal of the koiwi, archaeology or artefacts of Māori origin from the site by Mana Whenua or preservation within the site.
- Preservation of the koiwi, archaeology or artefacts of Māori origin that are uncovered may require amendments to the site works to avoid adverse effects on sites of significance to Mana Whenua and Maori values.
- Works within the identified area must not recommence until approval has been granted by HNZPT in consultation with Mana Whenua.

Any final archaeological reporting resulting from an accidental discovery shall be submitted to the council's the Cultural Heritage Team (Implementation) for the purposes of record keeping within 30 days of an updated report being provided to HNZPT.

**Attachments**

No attachments.

## 4527 Long Bay School

Designation Number	4527
Requiring Authority	Minister of Education
Location	27 Ralph Eagles Place, Long Bay and Sec 2 SO 473715, Sec 5 SO 473715, Lot 3 DP 174359, Sec 2 SO 484928, Pt lot 2 DP 174359, Sec 2 SO 489775, Sec 1 489775
Rollover Designation	Yes
Legacy Reference	Designation 27, Auckland Council District Plan (North Shore Section) 2002
Lapse Date	Given effect to (i.e. no lapse date)

## Purpose

Educational purposes - primary school (years 0 - 8), Sports Field for Educational Purposes (years 0-13) and Early Childhood Education Centre

## Conditions

The standard conditions for all Minister of Education designations apply to this designation.

## Attachments

No attachments.



**UNITARY PLAN UPDATE REQUEST MEMORANDUM**

**TO** Phill Reid  
**FROM** Steve Van Kampen



**DATE** 24/1/2018  
**SUBJECT** Clause 20A to designation 6772

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

<b>Reason for update</b> Clause 20A	
<b>Designation only</b>	
<b>Designation #</b> 6772	<b>New Zealand Transport Agency</b>
<b>Location:</b>	State Highway 16 Brighams Creek Road, Whenuapai To Taupaki Road, Taupaki
<b>Lapse Date</b>	<i>If applicable</i>
<b>Type of Designation</b>	<i>Roll over</i>
<b>Purpose</b>	Road widening. 1. State Highway 16 from eastern side of Lot 10 DP 65765 to Taupaki Road: a. 15m from the centre line (south side only); and b. 4.88m from the existing road boundary (south side only)
<b>Changes to text</b> (shown in underline and strikethrough)	<i>Refer to attached clause 20A for changes.</i>
<b>Changes to diagrams</b>	<i>No Change</i>
<b>Changes to spatial data</b>	<i>No Change</i>
<b>Attachments</b>	<i>Signed Clause 20A memo</i>

**Prepared by:**  
Steve Van Kampen  
Team Leader

**Signature:**

**Text entered by:**  
Bronnie Styles  
Planning Technician

**Signature:**

**Maps prepared by:**

Aching Konyak –  
Geospatial Analyst  
Aucklandwide

**Signature**

**Phill Reid  
Manager**

*pp Tony Reid*

**Signature**

**Reviewed by:**

Steve Van Kampen  
Team Leader

**Signature:**

*S. Van Kampen*

# Memo

Date 14 December 2017

To: Phill Reid, Auckland-wide Manager  
From: Bronnie Styles

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designations of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Chapter K – New Zealand Transport Agency Designation 6772 Road Widening – State Highway 16 Whenuapai To Taupaki
<b>Subject Site (if applicable)</b>	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
<b>Legal Description (if applicable)</b>	N/A Physical address given above
<b>Nature of change</b>	An administration change is required to correct an administration error in the Operative in Part version. The title of designation 6772 Road Widening – State Highway 16 Whenuapai to Taupaki is incorrect, the numbers have been transposed as 6722.
<b>Effect of change</b>	These changes are in minor nature, the amendments do not change the intent of the provisions.
<b>Changes required to be made</b>	Amend XX in the Operative in Part version.  <b>6722 6772 Road Widening - State Highway 16 Whenuapai to Taupaki</b>  Designation Number <del>6722</del> 6772 Requiring Authority New Zealand Transport Agency Location State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki Rollover Designation Yes Legacy Reference Designation NZTARW2, Auckland Council District Plan (Waitakere Section) 2003 Lapse Date Five years from being operative in the Unitary Plan unless given effect to prior

Prepared by:

Approved by:

Signature:



Signature:



## 6722 6772 Road Widening - State Highway 16 Whenuapai to Taupaki

Designation Number	6722 6772
Requiring Authority	New Zealand Transport Agency
Location	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
Rollover Designation	Yes
Legacy Reference	Designation NZTARW2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Five years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Road widening.

1. State Highway 16 from eastern side of Lot 10 DP 65765 to Taupaki Road:
  - a. 15m from the centre line (south side only); and
  - b. 4.88m from the existing road boundary (south side only).

### Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

*Explanation:*

*This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 1. Note that major earthworks may require a consent from the Auckland Council.*

### Attachments

No attachments.



## 6772 Road Widening - State Highway 16 Whenuapai to Taupaki

Designation Number	6772
Requiring Authority	New Zealand Transport Agency
Location	State Highway 16 from Brighams Creek Road, Whenuapai to Taupaki Road, Taupaki
Rollover Designation	Yes
Legacy Reference	Designation NZTARW2, Auckland Council District Plan (Waitakere Section) 2003
Lapse Date	Five years from being operative in the Unitary Plan unless given effect to prior

### Purpose

Road widening.

1. State Highway 16 from eastern side of Lot 10 DP 65765 to Taupaki Road:
  - a. 15m from the centre line (south side only); and
  - b. 4.88m from the existing road boundary (south side only).

### Conditions

1. Appropriate sedimentation and erosion control measures shall be employed for any earthworks on the designated site.

*Explanation:*

*This Plan outlines erosion and sediment control measures for earthworks which are above a certain threshold, with that threshold varying according to the particular environment. Compliance with these measures would generally satisfy condition 1. Note that major earthworks may require a consent from the Auckland Council.*

### Attachments

No attachments.

# Memo

Date 18/01/18

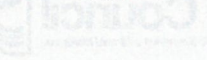
To: Phill Reid, Auckland-wide Manager  
From: Warren MacLennan, Manager North West Planning

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Designation Schedule of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Chapter K Designation Watercare 9376 and 9377
<b>Subject Site (if applicable)</b>	9376 From 114 Scenic Drive, Titirangi to Albany Reservoir, Corinthian Drive, Albany.  9377 From eastern end Fred Taylor Drive to western end Greenhithe Bridge causeway.
<b>Legal Description (if applicable)</b>	N/A
<b>Nature of change</b>	A clause 20A amendment is required to correct Chapter K to the Operative in Part version.  <b>Discussion</b>  Designations 9376 and 9377 descriptors incorrectly refer to the same route and purpose and do not differentiate between the single and shared corridors. This potentially causes confusion for plan users.
<b>Effect of change</b>	These changes are of a minor nature. The amendments do not change the intent of the provisions.
<b>Changes required to be made</b>	Amend Chapter K Designation Schedule in the Operative in Part version.  9376 Water supply <del>and wastewater</del> purposes – pipelines, <del>pumping stations</del> and associated infrastructure From 114 Scenic Drive, Titirangi to Albany Reservoir, Corinthian Drive, Albany  9377 Water supply and wastewater purposes – pipelines, pumping stations and associated

 Date 15/01/18	infrastructure <u>From eastern end Fred Taylor Drive to western end Greenhithe Bridge causeway.</u> <u>From 114 Scenic Drive, Titirangi to Albany Reservoir,</u>
--	--

Prepared by: David Sanders

Approved by: Warren MacLennan

Signature:



Signature:





## 9376 North Harbour No. 2 Watermain

Designation Number	9376
Requiring Authority	Watercare Services Limited
Location	From 114 Scenic Drive, Titirangi to Albany Reservoir, Corinthian Drive, Albany
Lapse Date	Subject to section 184(1) of the RMA the designations will lapse within 20 years from the date that they are included in the Auckland Unitary Plan

## Purpose

Water supply purposes – pipelines and associated infrastructure

## Conditions

The following terms and acronyms are used in these conditions:

Term	Definition
Consultation	The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected parties, regarding those effects and proposals for the management and mitigation of them.
Cultural Monitor	Nominated Kaitiaki
Directly affected parties	All property owners and occupiers identified inside the designation footprint
Stakeholder	The parties as listed in Appendix A
Project stage	"Project stage" means a separable part of the project, e.g. by contract area or by geographical extent.

Acronym	Description
CCP	Construction Communications Plan
CLMP	Contaminated Land Management Plan
CMP	Construction Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoPTTM	Code of Practice for Temporary Traffic Management
Council	The Auckland Council
CPTED	Crime Prevention Through Environmental Design
EMP	Ecological Management Plan
LVMP	Landscape and Visual Management Plan
NoR 1	NOR – NH2 (Waitakere)
NoR 2	NOR – NH2 (North Shore)
NoR 3	NOR – NH2 and NI in the shared corridor (Waitakere)
OPW	Outline Plan of Works
PCCP	Pre-Construction Consultation Plan
PSR	Auckland Council Parks, Sports and Recreation
RMA	Resource Management Act 1991
SSCNMP	Site Specific Construction Noise Management Plan
TCMP	Transpower Construction Management Plan
TMP	Traffic Management Plan



## CONDITIONS OF DESIGNATION

### GENERAL CONDITIONS

**Note:** These general conditions apply to all three designations associated with NH2 and the NI in the shared corridor.

1. The activity shall be carried out in general accordance with the plans and all information submitted with the Notices of Requirement, and including the documents listed below:

Volume One – Assessment of Effects on the Environment:

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume One: Assessment of Effects on the Environment. Prepared by AECOM and Jacobs on behalf of Watercare, dated May 2016.

Volume Two – Technical Reports:

North Harbour 2 Watermain - Technical Report A: "Earthworks, Erosion and Sediment Generation", ref: 60435364/ 42073300 prepared by AECOM, dated 20 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report B: "Soil and Groundwater Contamination Assessment", ref: IZ018400-CL-RP-001 | 4, prepared by AECOM, dated 18 April 2016.

North Harbour 2 Watermain, Technical Report C – "Groundwater" ref IZ018400-GW-RP-0001 Rev E, prepared by Jacobs Ltd, dated 18 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report D: "Assessment of Ecological Effects", prepared by Bioreserches, dated 4 May 2016.

North Harbour 2 Watermain and Northern Interceptor Shared Corridor Technical Report E Traffic Assessment, prepared by Jacobs, dated 26 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report F "Construction Noise and Vibration, prepared by AECOM, dated 29 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report G – "Landscape and Visual Impact Assessment", prepared by Kamo Marsh Ltd, dated 22 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report H: "Assessment of Arboricultural Effects", prepared by GreensceneNZ Ltd, dated April 2016.

North Harbour 2 Watermain and Northern Interceptor Shared Corridor– Technical Report I "Preliminary Archaeological Assessment Report", prepared by Clough and Associates Ltd, dated 1 March 2016.

Volume Three – Consent Drawings:

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume Three: Consent Drawings. Prepared by AECOM on behalf of Watercare, dated May 2016.

Responses to section 92 requests:

Section 92 request dated 18 July 2016 – Responses to matters related to stormwater, groundwater and settlement, traffic, arboriculture, Maori cultural heritage, landscape and visual, development engineering and other requests from PSR, prepared by Jacobs and AECOM with support from technical specialists on behalf of Watercare, dated 9 August 2016.

Section 92 request dated 18 July 2016 – Further responses to groundwater and settlement matters, letter and attachments prepared by AECOM, ref 4110L0509, dated 23 September 2016.

Section 92 request dated 3 October 2016 – Responses to groundwater and settlement matters, and other requests from PSR, prepared by Jacobs and AECOM with support from technical specialists on behalf of Watercare, dated 13 October 2016.

### **Lapse**

2. Subject to section 184(1) of the RMA each of these designations will lapse 20 years from the date it is included in the Auckland Unitary Plan.

### **Outline Plan of Works / Management Plans**

3. An Outline Plan of Works (OPW) shall be submitted to the Council prior to commencement of construction works. As part of the OPW the requiring authority is to prepare and submit the following management plans to the Council:

- Parks Protection Plan (PPP)
- Roads Reinstatement Plan (RRP)
- Landscape Plans for specified areas
- Construction Management Plan (CMP) for each project stage
- Ecological Management Plan for the Wallace Inlet
- Construction Noise and Vibration Management Plan (CNVMP)
- Transpower Construction Management Plan (TCMP)
- Pump Station Plan

Other Management Plans not required as part of an OPW:

- Site specific Construction Noise / Vibration Management Plans (SSCNMP / SSCVMP) required to be submitted no less than 5 days prior to the commencement of the activity
- Traffic Management Plans (TMP) provided to the relevant road controlling authority for certification at least twenty working days prior to works commencing
- Communications Plan (CP) - submitted to the Auckland Council (Team Leader Specialist Integration Compliance) and Auckland Transport within 12 months of the designation being confirmed

### **PRE-CONSTRUCTION**

#### **Section 176 approval**

4. In the period before construction begins on the project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and

may be undertaken without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:

- (a) Operation, maintenance and urgent repair works of existing Network Utilities;
- (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
- (c) Minor works such as new service connections; and
- (d) Upgrade and replacement of existing Network Utilities within the same or similar location with the same or similar effects as the existing utility.

For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- (a) In place at the time the notice of requirement for the project was served on the Auckland Council (1 May 2016); or
  - (b) Undertaken in accordance with this condition or the section 176(1) (b) RMA process.
5. Within six months of approval of the designation(s) in consultation with PSR, the requiring authority is to agree to the scope of activities PSR can undertake which would:
- (a) Not prevent or hinder the public work to which the designation relates; and
  - (b) Not trigger the requirement for written approval by the requiring authority pursuant to s176(1)(b) of the Resource Management Act 1991.
6. In the period before construction begins on the project (or a section thereof), PSR may undertake maintenance, urgent repair works and minor renewal works on existing PSR infrastructure without seeking the requiring authority's written approval under section 176(1) (b) of the RMA.
7. In the period before construction begins on the project on Lot 5 DP 505331 (or an allotment created from this allotment), the following activities will not prevent or hinder the project, and may be undertaken by the owners of Lot 5 DP 505331 (or an allotment created from this allotment), without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:
- (a) Construction, occupation and use of any building five storeys or less within the green dashed areas marked as Zone A – Zone J on the Mode Design Plan "Hobson Quarter 2 Falcon Crescent, Hobsonville – Proposed Site Plan – Option 13" dated 8 June 2017 (and any ancillary land use activities within Lot 5 DP 505331), provided that the foundations, excavations or any other activities occurring below existing ground level do not exceed 4 metres in depth;
  - (b) Geotechnical investigations involving boring deeper than 4 metres, provided that Watercare is notified five working days in advance of those investigations being undertaken and provided with the results of any such investigations within 20 working days of the completion of those investigations;
  - (c) Development of common facilities and infrastructure, such as (but not limited to) roads,



driveways, underground services, hard and soft landscaping, provided that there is no excavation more than 4 metres below existing ground level; and

(d) Subdivision of the land, whether fee simple, unit title or leasehold.

**Advice Note:**

For the avoidance of doubt, this condition confirms that the activities listed can be undertaken without seeking the requiring authority's approval under s176 of the RMA. This condition does not amount to approval by Auckland Council in its capacity as a regulatory authority for those activities. The owners of Lot 5 DP 505331 (or an allotment created from this allotment) must obtain any necessary resource consents and/or building consents from Auckland Council to carry out the activities listed in this condition.

**Pre-construction communications plan**

8. The requiring authority is to prepare a Pre-Construction Communications Plan (PCCP) for the pre-construction phase of the project which must be submitted to Auckland Council (Team Leader Specialist Integration Compliance) and to Auckland Transport within 12 months of the designation being confirmed. A copy of the final PCCP is required to be forwarded to Auckland Transport for its information. The PCCP shall set out:
  - (a) The method(s) of consultation and liaison with key stakeholders (including those identified in Appendix A to these conditions) and the owners/occupiers of neighbouring properties regarding project progress, likely commencement dates of construction works, and works programming and staging; and
  - (b) Full contact details of the nominated liaison person to manage the public information system and to be the point of contact for related enquiries.
9. The final PCCP is to be implemented, complied with and publicly available from the date it is submitted to Council until the commencement of the construction of the project.

**Design**

10. No shafts are to be located on land in private ownership as at 1 December 2016 unless the owner of that land agrees otherwise.
11. If implemented any Pipe bridges are to be designed so as not to impede existing or future access from the road corridor and any adjacent esplanade reserve.
12. As part of the OPW to be submitted to Council (Team Leader Specialist Integration Compliance) prior to commencement of construction works, the requiring authority shall describe the process used to select the option for construction of the Oteha Stream crossing at Bush Road.

**Advice Note:**

Options Listed in the NoR

Options 1, 2 and 3 are described in section 2.9.5 of "North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume One: Assessment of Effects on the Environment", prepared by AECOM and Jacobs on behalf of Watercare. dated May 2016.

The options may be summarised as:

Option 1: Trenchless method

Option 2: Pipe Bridge

Option 3: Combination of trenchless and open trench methods.

13. All pipes crossing the Oratia, Opanuku, Paremuka, and Swanson streams are to be located as close as practicable to the existing bridges crossing these streams and where practicable at a height below the main bridge deck, having regard to the following:
  - (a) The 1% AEP plus adequate freeboard;
  - (b) A preference to avoid or minimise removal of native vegetation; and
  - (c) The requirement to allow for bridge widening (to be confirmed in consultation with Auckland Transport).
14. If Option 2 or 3 is selected for the section of pipe through the Oteha Stream and the Fern Hill escarpment, then the design and construction of that section of pipe shall avoid removal of native canopy species larger than 15 cm dbh as far as practicable. Mitigation planting shall be undertaken in accordance with plans prepared pursuant to these conditions.
15. As part of the OPW process a 'Pump Station Plan' is to be prepared and submitted to the Team Leader – Specialist Integration Compliance. The Pump Station Plan must include:
  - (a) Details of the pump station's scale, location, design and appearance including any fencing, access, security lighting or gates; and
  - (b) Details of proposed landscaping. The landscaping is to be in accordance with requirements of these conditions.
16. During detailed design, the requiring authority shall reconsider the potential to retain the Pin Oak at the Swanson Road, Don Buck Road/Universal Drive Roundabout and/or to avoid working in the protected root zone of the Pin Oak. In determining the chosen option, the requiring authority may consider the costs of the alternatives, any increase in other effects (both short and longer term), operation and maintenance needs and the practicality of retaining the tree or avoiding its protected root zone. If the final alignment provides for the retention of the Pin Oak, a construction and tree protection methodology for this purpose shall be prepared in consultation with the council arborist and submitted with the OPW. In the event the Pin Oak is not retained, the requiring authority will consult with the PSR's arborist on appropriate mitigation.
17. The requiring authority shall consult with PSR and Auckland Transport, and, if requested, design the supports of the identified pipe bridges so as to not preclude the potential future shared use of the pipe bridge supports for a walkway / cycleway facility.

#### **Auckland Transport**

18. During the design phase, consideration must be given to the position of the proposed pipe in the road corridor in consultation with Auckland Transport. This is to include:
  - Alignment and depth of pipe (this is to be no less than 1,500mm below ground level)

unless design considerations make this impractical);

- Location of air and scour valves (where practicable, these are to be located outside of the carriageway);
- Location of manholes; and
- Future access, operation and maintenance of the proposed assets.

### **Auckland Council Parks, Sports and Recreation (PSR)**

19. The requiring authority shall consult with PSR during the development of the detailed design for the project to:
- (a) Provide for the ongoing operation of and access to PSR's parks and reserves during construction where practicable;
  - (b) Agree the location of suitable alternative carparking to be established sufficient to address the parking lost during construction activities within the reserves in the event that parking areas in the parks and reserves are unavailable during construction.
  - (c) Coordinate future works around PSR projects in parks and reserves.
  - (d) Liaise with PSR about:
    - i. Look, finish, materials, colour and location of above ground structures located within parks and reserves;
    - ii. Design options with a view to achieving a balance of project objectives and best practice outcomes for PSR land and features; and
    - iii. Incorporate any comments received into the final design as far as practicable.
  - (e) Design parameters of any infrastructure which may be dual purpose, for example, should a pipe bridge also include, or provide for, a future pedestrian walkway;
  - (f) Post-construction mitigation, landscaping and reinstatement; and
  - (g) Work with PSR to identify berm areas adjacent to parks that PSR maintain and to minimise construction impacts on these areas as far as practicable.
20. The consultation required under condition 19 is to commence no less than 24 months prior to lodgement of the OPW application.

### **Utilities**

21. The requiring authority (and its contractor) are to:
- (a) Work collaboratively with network utility operators during the development of the design for NH2 and the NI (in the shared corridor) to provide for the ongoing operation of and access to their networks;
  - (b) Undertake communication and consultation with network utility operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed



and construction methodology, and duration being known; and

- (c) Work collaboratively with network utility operators during preparation and implementation of the CMP in relation to the management of adverse effects on the assets of Auckland Transport and other network utility operations.

- 22. The requiring authority is to consult with Refining NZ on the design and construction methodology for any work that will occur within the New Zealand Refining Company Ltd designation, to develop a design and construction methodology that minimises effects on the NZRC designation. A record of this engagement process, the proposed design and construction methodology, and any commentary by Refining NZ is to be included in the outline plans lodged with the Auckland Council.

**Advice note:**

Under section 177(1)(a) of the RMA the requiring authority is required to obtain approval from Refining New Zealand before works commence in the land subject to the 'Refinery to Auckland Pipeline' designation.

- 23. No above ground infrastructure or infrastructure less than 4m below existing ground level is to be located within Lot 5 DP 505331 (or any allotment created from this allotment) unless the owner of that land agrees otherwise.

**Management Plans**

**Construction Management Plan**

- 24. As part of the OPW to be submitted to the Council (Team Leader Specialist Integration Compliance) prior to commencement of construction works, the requiring authority must prepare a Construction Management Plan or Plans (CMP) for the relevant project stage. The purpose of the CMP is to confirm final project details and staging of works to illustrate that the works remain within the limits and standards required by these conditions and that the construction and operation activities will avoid, remedy or mitigate adverse effects on the environment.

On request, the requiring authority is to provide a copy of the CMP(s) to interested mana whenua entities.

- 25. The CMP required by these conditions is to include sufficient details relating to the management of all construction activities associated with the relevant project stage to which it relates, including:
  - (a) Details of the site or project manager and the construction liaison person, including their contact details (phone, postal address, email address);
  - (b) An outline construction programme;
  - (c) The proposed hours of work;
  - (d) The measures to manage effects on the safety and efficiency of the roading network, including effects on pedestrians and cyclists and vehicle access to schools, businesses, private properties and open space;

- (e) The measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
  - (f) Location(s) of the site infrastructure including site offices, site amenities, contractors yards' site access, equipment unloading and storage areas, contractor car parking, and security;
  - (g) Procedures for controlling sediment run-off, dust and removal of soil, debris, demolition and construction materials (if any) from public roads or places or private property adjacent to the work site(s);
  - (h) A Communication Plan;
  - (i) Means of providing for the health and safety of the general public;
  - (j) Procedures for the management of works which directly affect and/or are located in close proximity to existing network utility services;
  - (k) Procedures for responding to complaints about construction activities;
  - (l) Measures to manage potential impacts of construction on trees and vegetation;
  - (m) Measures to address Crime Prevention Through Environmental Design (CPTED) issues at and around any laydown area(s);
  - (n) Protocols for the management of accidental discoveries of archaeological material;
  - (o) Procedures for the refuelling of plant and equipment;
  - (p) Measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean-up;
  - (q) Procedures for the maintenance of machinery to avoid discharges of fuels of lubricants to watercourses and/or the Coastal Marine Area (CMA); and
  - (r) Methods and systems to inform and train all persons working on the site of potential environmental issues and how to avoid, remedy or mitigate any potential adverse effects.
26. The CMP is to be implemented and maintained throughout the entire construction period for the project or relevant project stage to manage potential adverse effects arising from construction activities and is to be updated as necessary. Any substantive change to the CMP must be submitted to the Council (Team Leader — Specialist Integration Compliance) at least ten working days prior to any such change taking effect.

#### **Site Specific Construction Management Plan**

27. Where minor enabling works or isolated works are to be undertaken prior to commencement of the main works, a site-specific CMP commensurate with the scale and effects of the proposed works, may be submitted to the Council (Team Leader — Specialist Integration Compliance) for comment.

**Advice Note:**

In some cases, with the written approval of the Council a site-specific CMP may not be required.

**Traffic Management Plan**

28. A detailed Traffic Management Plan or Plans (TMP) shall be prepared for the project and/or specific project site/s by an appropriately qualified person to manage potential adverse traffic effects arising from the construction activities to the greatest practicable extent. The TMP must be provided to the relevant road controlling authority for certification at least twenty working days prior to submission to the Council. A copy of the TMP certified by the relevant road controlling authority is to be provided to the Council (Team Leader — Specialist Integration Compliance) at least ten working days prior to the proposed works commencing.
29. The certified TMP is to be implemented and maintained throughout the entire construction period of the project or relevant project stage. The TMP or any specific component of the TMP is to be updated if required, including changes agreed by the road controlling authority as necessary, and provided to the Council.
30. The TMP must describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the project. The TMP is required to describe:
  - (a) The traffic management measures to maintain traffic capacity and safety or minimise the impact on traffic capacity seven days a week;
  - (b) Traffic assessments, including traffic modelling where appropriate, undertaken in consultation with the relevant road controlling authority which addresses intersection performance, capacity of affected road corridors and sites with existing high traffic and/or pedestrian movements, e.g. schools and Metropolitan Centre Zones;

**Advice note:**

As a minimum, traffic assessments and modeling to show queues is to be undertaken at the following intersections:

- Pine Avenue/Forest Hill Road
- Parrs Cross Road /Seymour Road
- Swanson Road/Metcalfe Road
- Swanson Road/Universal Drive/Don Buck Road
- Don Buck Road/Lincoln Road intersection
- Fred Taylor Drive/Gunton Drive, Fred Taylor Drive/Maki Street and Fred Taylor Drive/Tawhia Drive (with a copy provided to the owner of the NorthWest Shopping Centre)
- Brigham Creek Road Roundabout to demonstrate that queues will not extend to State Highway 18.



- (c) Methods to manage construction vehicles. Methods may include restricting hours of operation and time periods (e.g. school holidays and / or night works) parking restrictions and restrictions on routes for construction traffic;
- (d) Methods to manage the effects of the delivery of construction material, plant and machinery, including associated noise and/or vibration effects;
- (e) Measures to maintain existing vehicle access to property where practicable, or to provide alternative access arrangements when required;
- (f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users using the roads, cycleways and footpaths adjacent to the construction works. Unless it is not practicable to do so, such access is to be safe, provide for universal access, be clearly identifiable, and seek to minimise significant detours; and to maintain a cycle route where they exist, to maintain public health and safety;
- (g) Any road, footpath or cycleway closures that will be required and the nature and the duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses. In the event of any closures, the TMP is to describe the communications plan for local residents, the signage to pre-warn of closures and the organisations to be advised of the proposed closures (including the Blind Foundation);
- (h) Any proposed monitoring to measure the impact of the works on traffic and vice versa. If safety or operational issues are evident, the methodology for measures to be implemented to address these issues;
- (i) Measures to manage the proposed access to the work site should access be unable to cater for two-way traffic, and to minimise reverse movements and blocking of the road; and
- (j) The availability of on and off street parking if the project sites are unable to accommodate all contractors' parking. This is to include an assessment of available on street parking (if any) for contractors and to identify measures to meet and/or reduce contractor parking demand should it be found that there is insufficient on-street parking to meet that demand.
- (k) Measures to minimise the impact of any full or partial closure of Gunton Drive in the period 6 January to the Thursday prior to Labour Day weekend, prepared in consultation with NZTA, Auckland Transport and the owners and occupiers of land in the Westgate Precinct.
- (l) Measures to achieve compliance with this condition.

31. The TMP(s) required by these conditions must be consistent with the version of the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management that applies at the time of construction. The requiring authority is to consult with the New Zealand Transport Authority on the development of construction and traffic management plans to ensure the ongoing operation and maintenance of SH18, as well as to minimise disruption during the Northern Corridor Project. The requiring authority must consult with the owner of the NorthWest Shopping Centre on any TMP which involves construction works on Fred Taylor Drive and/or Gunton Drive to ensure access to the Centre is maintained at all times.

Any response(s) from the owner of the NorthWest Shopping Centre on the final TMP must be provided to the relevant road controlling authority when submitted for certification, and provided to Auckland Council when submitted in accordance with condition 28.

Advice note

Gunton Drive is not the sole access to NorthWest Shopping Centre, with alternative access into the area available via Te Oranui Way, Tawhia Drive and Maki Street.

### **Construction Noise and Vibration Management Plan**

32. A Construction Noise and Vibration Management Plan (CNVMP) is to be prepared by an appropriately qualified person and is to be submitted to the Council prior to commencement of the works. The purpose of the CNVMP is to set out the management procedures and general methods to be adopted to avoid, remedy or mitigate potential noise and vibration effects arising from construction activities on adjacent landowners and occupiers. The CNVMP is to be implemented and maintained throughout the entire construction period. The CNVMP is to be updated when necessary and any proposed change to the CNVMP must be submitted to the Council prior to implementation.
33. The CNVMP is to include:
- (a) A process for predicting noise and vibration levels and identifying where site specific construction noise/vibration management plans are required;
  - (b) Noise and vibration sources, including machinery, equipment and construction techniques to be used;
  - (c) A list of buildings and structures considered 'at risk' from vibration based on a preliminary assessment. For the purposes of this condition an 'at risk' building is one at which the vibration levels in these conditions are likely to be approached or exceeded;
  - (d) A process for the use of building condition surveys to determine the current condition of 'at risk' buildings;
  - (e) Details on the effects of vibration on infrastructure located in earlier designations held by:
    - KiwiRail - relevant drawings: 2010673.516, 2010674.311–Option 1: Open Trench Construction, and 2010674.312–Option 2: Pipe-Jacking;
    - Refining NZ – relevant drawing: 2010673.512; and
    - Transpower – 2010673. 519, 2010673. 521, and 2010673. 531.
  - (f) Provision for determining the buildings that will require post-condition surveys;
  - (g) Identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry) along with the details of consultation with the land owners and occupiers of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
  - (h) The consultation undertaken by the requiring authority with affected stakeholders to

develop the CNVMP;

- (i) Methods for monitoring and reporting on construction noise and vibration;
- (j) Methods for communicating any expected or actual exceedances of rule 25.6.30 in the Auckland Unitary Plan;
- (k) Methods for receiving and responding to complaints about construction noise and vibration;
- (l) Procedures for when and how any building damage will be remedied and made good, as identified in pre- and post-construction condition building surveys; and
- (m) Any other items required by Annex E2 of NZS 6803:1999.

Advice note:

The ramps to the carpark above NorthWest shopping centre will be identified on the 'at risk' list and will be subject to pre and post-construction building surveys under this condition.

#### **Ecological Management Plan**

- 34. A banded rail nesting survey shall be undertaken prior to any vegetation removal within or adjacent to Wallace Inlet. In the event any potential nesting habitat of the banded rail is likely to be disturbed by the work, an Ecological Management Plan (EMP), including an implementation programme, developed by an appropriately qualified ecologist, shall be submitted to the Auckland Council (Team Leader Specialist Integration Compliance) as part of the OPW. Any disturbed habitat shall be reinstated, or a commensurate area of potential nesting habitat created elsewhere in the vicinity of Wallace Inlet in the event the specific site cannot be reinstated as a result of ongoing maintenance access being required, in accordance with the Ecological Management Plan.

#### **Tree and Vegetation Management Plan**

- 35. The construction methodology for the Oratia, Swanson and Oteha stream crossings must minimise impacts on existing mature trees and vegetation in the designation area. A construction and tree protection methodology for this purpose is to be developed in consultation with the Council's NRSI and PSR arborist and submitted with the OPW.
- 36. All trees to be retained that are growing in close proximity to the proposed works are to be protected in a manner that ensures that potential adverse effects are avoided and / or minimised.

Advice note:

The methodology for this will be provided by the management plans and the OPW.

#### **Parks Protections Plan**

- 37. As part of the OPW to be submitted prior to commencement of construction works the requiring authority is to prepare a Parks Protection Plan. The purpose of the Parks Protection Plan is to detail how each site will be landscaped following completion of works on the site to minimise adverse visual and landscape effects as well as social, ecological, arboricultural,



recreational and social effects. The Parks Protection Plan/s is to be prepared in consultation with PSR. The Parks Protection Plan/s is required to:

- (a) Identify the location and type of all physical works proposed which affect PSR land including drawings and content relevant to address all matters to an appropriate level of detail;
  - (b) Have particular regard to expert reports submitted with the NoR that identify features, structures and vegetation worthy of retention and/or protection;
  - (c) Identify any existing assets, structures, vegetation, landscape (including soil) and other features on the PSR land to be protected during works, and methodologies to protect;
  - (d) Identify the location and design of any permanent above-ground water, wastewater and stormwater infrastructure and the associated contouring of ground;
  - (e) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
  - (f) Include details of proposed landscaping and planting, including:
    - (i) details of finished soil levels, planting schedules, specifications, structure construction details and implementation as necessary to accurately define the required landscape works; and
    - (ii) details of the maintenance and weed management programmes to be carried out for a period of two years;
  - (g) Identify any proposed fencing, signage and gating required; and
  - (h) Include a record of all consultation undertaken in relation to the development of the Parks Protection Plan, how feedback has been incorporated, and where feedback has not been incorporated, the reasons why.
38. The proposed planting required by these conditions must be of native species and incorporate use of eco-sourced indigenous species of trees and shrubs as far as practicable. The provenance of the plants is to be from within the ecological district to the extent that is achievable.

#### **Landscape and Visual Management Plan**

39. In addition to the requirements above, detailed site-specific Landscape Plans are to be prepared for the following areas:
- All areas identified in the Auckland Unitary Plan as Significant Ecological Areas (SEAs)
  - The area of the construction site (limited to 96m<sup>2</sup> adjoining the end of the formed road) where the receiving pit exits to Shetland Road;
  - The intersection of Don Buck and Swanson Roads (in the event that the Pin Oak located on the roundabout is removed);
  - The Hobsonville pump station

- Stream crossings (Oratia, Opanuku, Swanson, Paremuka, Oteha); and
- Oteha Stream and Fern Hill escarpment, for that area affected by vegetation removal.

These site-specific landscape plans may be integrated with the plans required by condition 37 if appropriate. In these areas, the plans must include:

- (a) Methods to minimise and mitigate loss of any canopy trees or trees over 15 cm dbh using an appropriate compensation ratio and in a suitable location;
  - (b) Methods to mitigate potential edge effects resulting from vegetation clearance at Shetland Road and Bush Road, including appropriate planting during the first planting season following clearance to support and improve the ecological value of the area;
  - (c) Methods to mitigate the loss of riparian vegetation, including replanting. The losses are to be mitigated using an appropriate compensation ratio and in a suitable location.
40. The plans required by these conditions are to be prepared and submitted to the Council as part of the relevant OPW. The purpose of the Landscape Plans is to detail how each site will be landscaped following completion of each of the sites identified, in order to minimise visual and landscape, ecological and arboriculture effects. The Landscape Plans for areas of road reserve are to be prepared in consultation with Auckland Transport. Any comments received from Auckland Transport on the final detailed Landscape Plans are to be provided to the Council together with the requiring authority's response to those comments.
41. The detailed Landscape Plans must:
- (a) Identify any existing structures, vegetation or other features on the sites to be protected during the works or reinstated on completion of the works;
  - (b) Identify location and design of any permanent above-ground water, wastewater and stormwater infrastructure, and the associated ground contouring;
  - (c) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
  - (d) Include details of proposed landscaping and planting, including implementation;
  - (e) Include details of the maintenance and weed management programmes to be carried out for a period of two years to ensure the establishment of new planting on the widened causeway;
  - (f) Identify any fencing, signage and gating required as part of (b) and (e).

#### **Reinstatement Plans**

42. As part of the OPW to be submitted prior to commencement of construction works the requiring authority shall prepare a Roads Reinstatement Plan for roads. The Road Reinstatement Plan is to be prepared in consultation with Auckland Transport. The Road Reinstatement Plan/s is to:

- (a) Identify all existing traffic control devices (including signs, street furniture and road markings) and the road corridor affected by the works and to be reinstated following the works;
  - (b) Identify any existing structures, vegetation, landscape (including soil) and other features on the site to be protected during works or reinstated on completion of the works;
  - (c) Identify the location and design of any permanent above-ground water, wastewater and stormwater infrastructure and the associated contouring of ground;
  - (d) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
  - (e) Include details of proposed landscaping and planting, including implementation and maintenance programmes and soil reinstatement, including at least 300mm of topsoil, in vegetated areas;
  - (f) Identify any fencing, signage and gating required as part (b) and (c) above; and
  - (g) Include a summary of all consultation undertaken in relation to the development of the Roads Reinstatement Plan, how feedback has been incorporated and where feedback has not been incorporated, the reasons why.
  - (h) The final Roads Reinstatement plan is to be progressively implemented following completion of each project stage(s).
43. The requiring authority must prepare a Reinstatement Plan for all privately-owned land in consultation with the property owner, which addresses the aspects (as relevant to the specific site) identified in condition 42 (a) to (g).

#### **Communications Plan**

44. The requiring authority is to prepare a Communications Plan (CP) for the construction phase of the project or for each project stage, and submit the plan to the Council as part of the OPW. A copy of the CP shall be forwarded to Auckland Transport for its information. The CP must set out:
- (a) Communication procedures for ensuring that key stakeholders (including those identified in Appendix A to these conditions), Mana Whenua, and the owners/occupiers of neighbouring properties, road users and businesses in the immediate vicinity of the construction area(s) are given prior notice regarding the commencement, duration and effects of works;
  - (b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise; and
  - (c) full contact details of a liaison person who will manage the public information system and be the point of contact for related enquiries.



## **Transpower Construction Management Plan**

### **General condition applying to each NOR**

45. The requiring authority shall prepare a Transpower Construction Management Plan (TCMP) for the section of the NH2 watermain on
- (a) Don Buck Rd, Massey traversed by Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines; and
  - (b) Bush Road, Albany traversed by Transpower's Albany-Wairau Rd (ALB-WRD A) 220kV underground cables;

to ensure the protection of the HEN-MPE A and HEN-MDN A overhead transmission lines and the ALB-WRD A underground cable. The TCMP shall demonstrate that the design and construction methodology complies with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001) and will not compromise the ongoing operation, maintenance and upgrading of the HEN-MDN, HEN-MPE and ALB-WRD transmission assets.

46. The TCMP shall be prepared in consultation with Transpower and a draft must be given to Transpower for its review and comment at least 6 months prior to being submitted to the Council. A record of consultation and any comments provided by Transpower on the final draft must be included with the final TCMP submitted to the Council for consideration as part of the OPW.
47. All works/activities are to be undertaken in accordance with the TCMP.

### **NOR 1 - works on Don Buck Road and under/near Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines:**

48. The TCMP required by these conditions must include the following (but not necessarily be limited to) in relation to the works on Don Buck Road, traversed by the HEN-MDN A and HEN-MPE-A overhead transmission lines:
- (a) The name, experience and qualifications of the person/s nominated by the requiring authority to supervise the implementation of, and adherence to, the TCMP.
  - (b) Construction drawings, plans, procedures, methods and measures to demonstrate that all construction activities undertaken on the site will meet the safe distances in the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001) or any subsequent revision of the code, including but not limited to those relating to:
    - i. Excavation and Construction near Towers (section 2);
    - ii. Building to Conductor clearances (section 3);
    - iii. Ground to Conductor clearances (section 4);
    - iv. Mobile Plant to conductor clearances (section 5); and
    - v. People to conductor clearances (section 9).

- (c) Details of any areas that are “out of bounds” during construction and within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles. Where a safety observer is required, this will be at the requiring authority's cost.
  - (d) Details of contractor training for those working near the HEN-MPE A and HEN-MDN A lines.
49. Should conductive material need to be used for the section of watermain adjacent to the HEN-MPE A Tower 0006, the requiring authority must undertake a risk assessment to identify any required mitigation measures to control induction and transferred voltages, Earth Potential Rise and cathodic protection. The risk assessment and any recommended mitigation measures are to be provided to Transpower for its certification, and any required mitigation must be implemented by the requiring authority at its cost.

**NOR 2 - works proposed on Bush Road, Albany and under/near Transpower’s Albany-Wairau Road A (ALB-WRD-A) 220kV underground transmission cable:**

50. The TCMP required by these conditions must include the following (but not necessarily limited to) for those works on Bush Road near the Albany-Wairau Rd underground cable:
- (a) The name, experience and qualifications of the person/s nominated by the requiring authority to supervise the implementation of, and adherence to, the TCMP;
  - (b) Construction drawings, plans, procedures, methods and measures to demonstrate that:
    - i. There will be no directional drilling within 5m of the ALB-WRD A cable;
    - ii. Any backfill over the cable crossing has a thermal resistivity (TR) of 1.2 Km/W or better (test certificates required) and is carried out in layers of no more than 300mm at a time using a portable plate compactor;
    - iii. The Transpower concrete cable protection covers will not be interfered with and the correct backfill (as above) and compaction will be maintained during reinstatement;
    - iv. No watermain connections, risers or valves may be installed above or within the ALB-WRD-A cable corridor.
  - (c) Details of contractor training for those working near the ALB-WRD A underground cables.

**CONSTRUCTION**

**Pre-commencement meeting**

51. Prior to the commencement of each discrete stage of works (authorised by these designations), the requiring authority is to arrange and conduct a pre-start meeting that:
- (a) Is held at a location on the site;
  - (b) Is scheduled for not less than ten days before the anticipated commencement of works;
  - (c) Includes relevant and appropriate Auckland Council representatives and Auckland

Transport representatives, including Council monitoring inspectors and Council arborists (NRSI Consent and PSR arborists);

- (d) Includes representation from the contractors, sub-contractors and work site supervisory staff who will undertake the works and any other relevant parties including appropriately qualified professionals (as required by other conditions) and the project archaeologist:
- (e) That interested mana whenua entities have been invited to attend to undertake tikanga

**Advice note:**

A list of self-identified mana whenua is contained in Appendix A.

- (f) The following information is to be made available by the requiring authority at the pre-start meeting:
  - i. Timeframes for key stages of the works authorised by the designation
  - ii. The designation and resource consent conditions and management plans required by those conditions
  - iii. The OPW, including all necessary management plans
  - iv. Contact details of key contractors.

- 52. The requiring authority shall undertake on-going communication and consultation with Auckland Transport and NZTA throughout the duration of construction, including in relation to design and implementation stages to co-ordinate works and management of effects of the project on road networks.

**Noise and Vibration**

- 53. Noise arising from construction activities is to be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise and, unless otherwise provided for in a SSCNMP or these conditions, must comply with the noise limits set out in the following table:

Day	Time	L <sub>Aeq</sub>	L <sub>Amax</sub>
<b>Residential Receivers</b>			
Weekdays	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sundays and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Commercial and Industrial receivers</b>			



All	0730h — 1800h	70 dB	
	1800h — 0730h	75 dB	

54. Vibration arising from construction activities is to be measured and assessed in accordance with DIN 4150-3:1999 Structural Vibration Part 3: Effects of vibration on structures and rule E.25.6.30 in the Auckland Unitary Plan and, unless otherwise provided for in a SSCVMP, must at all times comply with the vibration limits contained therein.
55. Where the noise limits in condition 53 are predicted to be exceeded by less than 5 decibels monitoring is to be undertaken to confirm the actual noise levels. If the exceedance is shown to be more than 5 decibels, then a SSCNMP must be prepared.
56. The guideline vibration limits set out in DIN4150 must not be exceeded except where the requiring authority can demonstrate to the satisfaction of the Council in advance:
- (a) That the receiving building(s)/ structures (s) are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s)/ structures (s) by a chartered professional engineer or otherwise appropriately qualified person and a full pre-condition survey.
  - (b) That the requiring authority has obtained the written agreement of the building and /or structure owner(s) and occupier(s) that a higher limit may be applied.
  - (c) Procedures for when and how remedial works will be undertaken should they be required.
57. A Site Specific Construction Noise / Vibration Management Plan (SSCNMP / SSCVMP) must be prepared:
- (a) for any activity where construction noise is either predicted or measured to exceed the project noise limits in condition 53 by more than 5 decibels;
  - (b) for any activity where construction vibration is either predicted or measured to exceed the project vibration limits in DIN4150; and
  - (c) any works required to be undertaken at night time within 50 m of dwellings.
58. A SSCNMP / SSCVMP must establish the best practicable option for noise and vibration mitigation to be implemented for the construction activity and must include:
- (a) A description of the works which will generate noise and or vibration levels which cannot be practicably mitigated to achieve compliance with the project noise and vibration standards;
  - (b) The days and times when the activity will be permitted to exceed the project noise and / or vibration controls;
  - (c) The proposed noise and / or vibration limits for the specific activity;
  - (d) A record of all consultation and communication with the affected receiver(s);
  - (e) Noise and/ or vibration monitoring to be undertaken during the specific activity; and

(f) For work at night, this is to include steps to mitigate adverse transport effects (in conjunction with any Traffic Management Plan(s)).

59. All SSCNMPs and SSCVMPs are to be submitted to the Council (Team Leader Specialist Integration Compliance) at least 5 days prior to the commencement of the works activity. Any reasonable and practicable comments received from the Council within 3 days must be incorporated into the final version.

### **Hours**

60. The construction hours are as follows, except where work is necessary outside the specified days or hours for the purposes specified in condition 61:

(a) Tunnelling activities – 24 hours a day, 7 days a week operations for all tunnelling activities.

(b) General site activities – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.

(c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.

61. The purposes for which work may occur outside of the specified days or hours are:

(a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;

(b) where work is specifically required to be planned to be carried out at certain times, for instance, to tie into the existing network during periods of low flow, or to tie into tidal cycles for works in the CMA;

(c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;

(d) in cases of emergency;

(e) for securing the site or the removal of a traffic hazard; and/or

(f) for any other reason specified in the designation conditions, CMP, TMP, CNVMP or SSCNVMP.

Where any work is undertaken pursuant to paragraphs (a) – (f) of this condition, within five working days of the commencement of such work the requiring authority must provide a report to the Council detailing how the work was authorised by those paragraphs.

### **Timing constraints**

62. The requiring authority is to manage the construction activities on local roads in the vicinity of the following schools the peak morning hours of 8.30am and 9.15am and the afternoon peak period of between 2.45pm to 3.30pm during school term time.

- Sutherland Primary School (located near to the proposed Paremuka Stream Crossing)

- Don Buck Primary School (located near to the proposed Swanson Stream Crossing)

- Massey Primary School (located near to the proposed Swanson Stream Crossing);

- St Pauls Primary School (located near to the proposed Swanson Stream Crossing; and
- between 8.30 am and 9.15am, and 3.15pm to 4.00pm during the school term in the vicinity of the Massey High School (located near to the proposed Swanson Stream Crossing).

63. To reduce the overall impact on the NorthWest Shopping Centre, when full or partial closure of Gunton Drive is required for the works, the requiring authority shall comply with the time periods specified in condition 64 below, having regard to the need to provide an effective construction programme for the delivery of the project while maintaining customer access to NorthWest Shopping Centre via Gunton Drive.
64. Unless agreed otherwise by the owner of the NorthWest Shopping Centre or directed by Auckland Transport, no physical work affecting the carriageway is to be undertaken on that part of Fred Taylor Drive between Tawhia Drive and Gunton Drive or that part of Gunton Drive between Fred Taylor Drive and Tawhia Drive or the Hobsonville Interchange between the Friday immediately prior to Labour Day weekend and 5 January of any following year. Outside of the Friday immediately prior to Labour Day weekend to 5 January, the requiring authority may require full closure of Gunton Drive for up to 12 hours at any one time between the hours of 7pm and 8am and partial closure (where one lane of Gunton Drive will remain open for public vehicle access) at other times.

Advice note

The road controlling authority retains final control over the timing of road closures through the CAR process.

65. Specific to the Metcalf Road rail level crossing, the requiring authority is to design the works, its location, and construction methodology in consultation with Auckland Transport and KiwiRail. Consideration is to be given to any future grade separation works proposed by Auckland Transport and/or KiwiRail. All measures are to be taken to remedy or mitigate effects on the road and rail alignment.
66. Any rail line closures required by the proposed works are to be timed and are to take place at the same time as a line closure planned by Auckland Transport and/or KiwiRail unless otherwise authorised by Auckland Transport and KiwiRail.
67. Access, parking areas and functional use is required to be maintained for the Hobsonville Bowling Club at all times.
68. The requiring authority must manage the construction activities to minimise the number of heavy vehicles between the causeway and roundabout on Squadron Drive outside the hours of 0730 to 1900 on weekdays and 0730 to 1800 on Saturdays, and all day on any Sundays and public holidays. Heavy vehicles may use Squadron Drive outside those hours in the following limited circumstances:
- (a) Where it is necessary to undertake work outside normal working hours, for example micro-tunnelling under State Highway 18, where it is not feasible to undertake that work at other times due to traffic management requirements;
  - (b) For delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
  - (c) Where, due to unforeseen circumstances, it is necessary to complete an activity that has



commenced that day;

- (d) To secure a site or remove a traffic hazard;
  - (e) In cases of emergency;
  - (f) If required by a TMP;
  - (g) As otherwise agreed with the owners of 1 Squadron Drive.
69. Where any work is to be undertaken pursuant to condition 68, the requiring authority is to advise the Council (Team Leader Specialist Integration Compliance) in advance of that work, or where this is not possible, as soon as reasonably practicable.
70. The requiring authority must ensure that access to the HEN-MPE A and HEN-MDN A lines for maintenance work (at all reasonable times) and for emergency works (at all times) is not adversely affected by the works.

#### **Damage**

71. Any damage in the road corridor, including side roads leading to construction sites, directly caused by heavy vehicles entering or exiting construction sites must be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

#### **Kauri die back**

72. The requiring authority must ensure that any works within 30 metres of any Kauri will be undertaken in accordance with best practice procedures to prevent the introduction or spread of Kauri dieback disease. Best practice procedures are to be developed in conjunction with the Manager Biosecurity Auckland Council.

#### **Archaeology and heritage**

73. An appropriately qualified archaeologist is to monitor construction activities within 50 metres of CHI site 15094 (Don Buck's camp) during the surficial earthworks and excavation into natural ground.
74. If any archaeological sites are exposed during the works, the following procedures will apply:
- (a) Immediately after it becomes apparent that an archaeological site or site of value to mana whenua has been exposed, all site works in the immediate vicinity are to cease immediately and the project archaeologist is to be notified;
  - (b) The requiring authority is to secure the area immediately so that any artefacts or remains are untouched;
  - (c) The requiring authority must notify Heritage New Zealand (HNZ), mana whenua, and the Council (Team Leader — Specialist Integration Compliance) (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. No works are to recommence in the immediate vicinity of the archaeological site until any required approval has been obtained unless an approval is not required; and
  - (d) The requiring authority is to invite mana whenua cultural monitors to be present during

any excavation or disturbance of Maori archaeology.

75. In the event that works need to be carried out within 5 metres of any of the built heritage items listed in the table below, clear dimensions are to be established and agreed with the Council (Heritage Manager or appointed delegate) prior to the commencement of works:

CHI No.	NZAA No.	Site Type	Name	Location	District/Regional Plan Name
3327		Building – Dwelling	Midgely House	17 Hobsonville Road, West Harbour	
3332		Building – Dwelling		194A Waimumu Road, Massey	
3333		Building – Dwelling		205 Waimumu Road, Massey	
3685		House site		Huia Road, Titirangi	
3721		Building – Dwelling		1-3 Phillip Ave, Glen Eden	
3729		Building – Dwelling		262 Glengarry Road, Glen Eden	
3804		Building – Post Office	Massey Post Office (former)	399 Don Buck Road, Massey	Auckland Council District Plan: Operative Waitakere Section 2003, Category II / PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 51)
5963	R11/503	Shell Midden (Reported)			
11271	R11/1458	Cottage site		99 Parris Cross Road, Oratia	PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 2481)
15094		Gum Diggers Camp / Monument/ Plaque	Don Bucks Camp / Dan Francisco Rodriguez Figuero	Don Bucks Corner Reserve, Ranui	
19865		Orchard	Tara Orchard Packing Shed and Homestead (former)	99 Parris Cross Road, Oratia	PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 2481)

3516		Building – Dwelling		Cnr Ockleston Road and Clarks Lane, Hobsonville	
3792		Building – Ecclesiastical	Former Sinton Road Church	7 Clarks Lane, 1 Brighams Creek Road (Former), Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003
12874		Building – Dwelling		5 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003. Category II / PAUP Category B Historic Heritage Place (Appendix 9.1:ID 246)
12875		Building – Dwelling		4 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003. Category II/ PAUP Category B Historic Heritage Place (Appendix 9.1: ID 247)
12876		Building – Dwelling		6 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003, Category II/ PAUP Category B Historic Heritage Place (Appendix 9.1: ID 248)

### Mana Whenua

76. The Requiring Authority shall invite mana whenua cultural monitors to be present during the construction phase of the project.

### Finishing detail

77. Any above ground pipes, structures/pump stations and paving are to be finished in colours appropriate for the receiving environment.
78. Building and paving material are to have a natural reflectivity of no greater than 37% in accordance with BS5252 Groups A and B.

### Transpower

**NOR 1 - works on Don Buck Road and under/near Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines:**



79. Unless Transpower agrees otherwise, excavation or disturbance of the land around HEN-MPE A Tower 0006 must not:
- (a) exceed a depth greater than 300mm within 6 metres of the outer edge of the visible foundations of the tower; or
  - (b) exceed a depth greater than 3 metres between 6 metres and 12 metres of the outer edge of the visible foundation of the tower; or
  - (c) destabilise the tower.
80. No excavated material, fill or construction material is to be stockpiled or deposited under the HEN-MPE A and HEN-MDN A transmission lines so that it reduces the conductor to ground clearance to less than 6.5 metres vertically.
81. All machinery and mobile plant operated in association with the works must maintain a minimum clearance distance of 4 metres from the HEN-MPE A and HEN-MDN A transmission lines at all times.
82. A warning sign is to be clearly displayed at the operator position on any mobile plant, namely "WARNING, KEEP 4M MINIMUM CLEARANCE FROM TRANSMISSION LINES AT ALL TIMES".

**NOR 2 - works proposed on Bush Road, Albany and under/near Transpower's Albany-Wairau Road A (ALB-WRD-A) 220kV underground transmission cable:**

83. All works/activities are to be undertaken in accordance with the TCMP.
84. The requiring authority must provide Transpower NZ with 10 working days' notice prior to commencing works on Bush Road within 100 metres of Transpower assets.
85. A Transpower representative (Northpower Ltd) must be allowed access to the site during the proposed works to provide a dedicated stand-over for all works in and around the cable.
86. The requiring authority must ensure that its employees, agents and contractors follow the principles laid down in the following publications:
- (a) "Approved Code of Practice for Safety in Excavation and Shafts for Foundations", published by the Occupational Safety and Health Service Department of Labour, September 1995, reprinted April 2000, ISBN 0-477-03578-7; and
  - (b) "Guide for Safety with Underground Services" published by the Occupational Safety and Health Service Department of Labour, issued October 2002, ISBN 0-477-03665-1.

**Rail integration**

87. All works within the rail corridor must be undertaken in a way that minimises disruption to passenger and/or freight services on the Western Line.

**POST CONSTRUCTION**

**Section 176 approval**

88. Following construction of the project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and may be undertaken no closer than 500mm to the watermain without seeking the requiring authority's written approval

under section 176(1)(b) of the RMA:

- (a) Operation, maintenance and urgent repair works on 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 service connections;
  - (d) Upgrade and replacement of existing Network Utilities in the same or similar location with the same or similar effects as the existing utility; and
  - (e) Works greater than those described above are subject to the approval of the requiring authority under section 176 but approval is not to be unreasonably withheld.
89. PSR may undertake maintenance, urgent repair works and minor renewal works on existing PSR infrastructure without seeking the requiring authority's written approval under section 176(1) (b) of the RMA.
90. Following construction of the project on Lot 5 DP 505331 (or an allotment created from this allotment), the following activities will not prevent or hinder the project, and may be undertaken by the owners of Lot 5 DP 505331 (or an allotment created from this allotment) without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:
- (a) Construction, occupation and use of any building five storeys or less within the green dashed areas marked as Zone A – Zone J on the Mode Design Plan "Hobson Quarter 2 Falcon Crescent, Hobsonville – Proposed Site Plan – Option 13" dated 8 June 2017 (and any ancillary land use activities within Lot 5 DP 505331), provided that the foundations, excavations or any other activities occurring below existing ground level do not exceed 4 metres in depth;
  - (b) Geotechnical investigations involving boring deeper than 4m, provided that the standard "works over approval" process is followed.
  - (c) Development of common facilities and infrastructure, such as (but not limited to) roads, driveways, underground services, hard and soft landscaping provided that there is no excavation more than 4 metres below existing ground level.
  - (d) Subdivision of the land, whether fee simple, unit title or leasehold.

Advice Note:

For the avoidance of doubt, this condition confirms that the activities listed can be undertaken without seeking the requiring authority's approval under s176 of the RMA. This condition does not amount to approval by Auckland Council in its capacity as a regulatory authority for those activities. The owners of Lot 5 DP 505331 (or an allotment created from this allotment) must obtain any necessary resource consents and/or building consents from Auckland Council to carry out the activities listed in this condition.

#### **Drawing back designation**

91. As soon as reasonably practicable, and no later than the point at which any part or parts of the NH2 and/or NH2 and NI shared corridor project becomes operational, the requiring

authority must:

- (a) Review the areas of the land designated for the project. This review is to include consultation with Auckland Transport to enable the efficient operation of the road network;
- (b) Give notice in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) above.

### **Operational noise**

- 92. The noise (rating) levels and maximum noise level arising from the pump station measured inside the boundary of an adjacent site in the adjacent residential zones must not exceed the levels in the Unitary Plan Table E25.6.2.1 – Noise levels in residential zones.

### **Reinstatement**

- 93. At the conclusion of works for each project stage all disturbed areas are to be reinstated / landscaped in accordance with these conditions.

### **As built**

- 94. As soon as reasonably practicable, and no later than the point at which any part or parts of the NH2 and/or NH2 and NI shared corridor project becomes operational, the requiring authority must provide as-built plans to the Council's Team Leader, Compliance and Monitoring, Resource Consents.
- 95. The requiring authority is to provide Transpower NZ with as-built drawings for the pipe/s which are laid in the ALB-WRD A designated cable route within 30 days of works being completed.

### **Lighting**

- 96. All exterior lighting (if required) is to be fixed and no higher than 1 metre above finished ground level, capped, filtered or pointed downwards and screened so as to reduce lux spill. The only exception to this is the pump station site where normal building lighting is expected, including security lighting.

### **Landscaping**

- 97. All planting is to be implemented in the first available planting season (1st April to 30th August) following the completion of the construction project stages.
- 98. All landscaping is to be maintained for a period of no less than 2 years, with any dead, diseased or dying landscaping to be replaced immediately with plants of the same species and at the minimum height at the time of planting as specified in the Landscape Plan.
- 99. At all locations, other than those identified in the general conditions as being subject to specific plans to be provided to the Council, and at the conclusion of works, any affected areas are to be reinstated as close to their original condition prior to construction as is reasonably practicable.



## Appendix A: List of Stakeholders

NOR1 (Titirangi to the eastern end of Fred Taylor Drive),

NOR2 (eastern abutment of the Greenhithe Bridge to Albany Reservoir),

NOR3 (Shared Corridor from Fred Taylor Drive to the western end of the Greenhithe Bridge)

The following listed parties constitute stakeholder(s) for the purposes of the Pre-Construction Consultation Plan and Construction Communications Plan

- Network Utility Operators with assets within or adjacent to the designation including but not limited to
  - Transpower
  - Refining NZ
- Ministry of Education
- Summerland Primary School
- Don Buck Primary School
- Massey High School
- Massey Primary School
- St Pauls Primary School
- Auckland Council Parks, Sports and Recreation where works are proposed in the following locations:
  - Waitakere Ranges Regional Park
  - Oratia Esplanade Reserve
  - Border Road Reserve
  - Shona Esplanade Reserve
  - Public Open Space (58-62 Munroe Road, Henderson)
  - Don Buck Corner Reserve
  - Public Open Space Conservation (20-28 Don Buck Road, Henderson; 6 William Pickering Drive, Rosedale; 66 Bush Road, Albany)
  - Douglas Alexandra Reserve
  - Public Open Space Informal Recreation (12 Douglas Alexander Parade, Rosedale)
  - Fernhill Escarpment
  - Burnside Escarpment
  - Hobsonville War Memorial Park
- Mitre10
- Stride Holdings Ltd
- New Zealand Transport Agency
- Hobsonville Bowling Club
- The owners of Lot 5 DP 505331 (or any allotments created from this allotment) in so far as it relates to construction methodology within 50 metres of Lot 5 DP 505331.
- The North Harbour 2 Watermain Project has been on the Kaitiaki Managers Project List provided to mana whenua since July 2013. Eight mana whenua entities have indicated ongoing interest in the project:
  - Ngāti Manuhiri
  - Ngāti Whātua o Ōrākei
  - Te Kawerau a Maki
  - Ngāti Maru
  - Te Akitai

- Te Rūnanga o Ngāti Whātua;
- Ngaati Whanaunga
- Ngāti Paoa

## Attachments

No attachments.

## 9377 North Harbour No. 2 Watermain/Northern Interceptor Shared Corridor

Designation Number	9377
Requiring Authority	Watercare Services Limited
Location	From eastern end Fred Taylor Drive to western end Greenhithe Bridge causeway.
Lapse Date	Subject to section 184(1) of the RMA the designations will lapse within 20 years from the date that they are included in the Auckland Unitary Plan

## Purpose

Water supply and wastewater purposes – pipelines, pumping stations and associated infrastructure

## Conditions

The following terms and acronyms are used in these conditions:

Term	Definition
Consultation	The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected parties, regarding those effects and proposals for the management and mitigation of them.
Cultural Monitor	Nominated Kaitiaki
Directly affected parties	All property owners and occupiers identified inside the designation footprint
Stakeholder	The parties as listed in Appendix A
Project stage	"Project stage" means a separable part of the project, e.g. by contract area or by geographical extent.

Acronym	Description
CCP	Construction Communications Plan
CLMP	Contaminated Land Management Plan
CMP	Construction Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CoPTTM	Code of Practice for Temporary Traffic Management
Council	The Auckland Council
CPTED	Crime Prevention Through Environmental Design
EMP	Ecological Management Plan
LVMP	Landscape and Visual Management Plan
NoR 1	NOR – NH2 (Waitakere)
NoR 2	NOR – NH2 (North Shore)
NoR 3	NOR – NH2 and NI in the shared corridor (Waitakere)
OPW	Outline Plan of Works
PCCP	Pre-Construction Consultation Plan
PSR	Auckland Council Parks, Sports and Recreation
RMA	Resource Management Act 1991
SSCNMP	Site Specific Construction Noise Management Plan
TCMP	Transpower Construction Management Plan
TMP	Traffic Management Plan



## CONDITIONS OF DESIGNATION

### GENERAL CONDITIONS

**Note:** These general conditions apply to all three designations associated with NH2 and the NI in the shared corridor.

1. The activity shall be carried out in general accordance with the plans and all information submitted with the Notices of Requirement, and including the documents listed below:

Volume One – Assessment of Effects on the Environment:

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume One: Assessment of Effects on the Environment. Prepared by AECOM and Jacobs on behalf of Watercare, dated May 2016.

Volume Two – Technical Reports:

North Harbour 2 Watermain - Technical Report A: "Earthworks, Erosion and Sediment Generation", ref: 60435364/ 42073300 prepared by AECOM, dated 20 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report B: "Soil and Groundwater Contamination Assessment", ref: IZ018400-CL-RP-001 | 4, prepared by AECOM, dated 18 April 2016.

North Harbour 2 Watermain, Technical Report C – "Groundwater" ref IZ018400-GW-RP-0001 Rev E, prepared by Jacobs Ltd, dated 18 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report D: "Assessment of Ecological Effects", prepared by Biosearches, dated 4 May 2016.

North Harbour 2 Watermain and Northern Interceptor Shared Corridor Technical Report E Traffic Assessment, prepared by Jacobs, dated 26 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report F "Construction Noise and Vibration, prepared by AECOM, dated 29 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report G – "Landscape and Visual Impact Assessment", prepared by Kamo Marsh Ltd, dated 22 April 2016.

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor – Technical Report H: "Assessment of Arboricultural Effects", prepared by GreensceneNZ Ltd, dated April 2016.

North Harbour 2 Watermain and Northern Interceptor Shared Corridor– Technical Report I "Preliminary Archaeological Assessment Report", prepared by Clough and Associates Ltd, dated 1 March 2016.

Volume Three – Consent Drawings:

North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume Three: Consent Drawings. Prepared by AECOM on behalf of Watercare, dated May 2016.

Responses to section 92 requests:

Section 92 request dated 18 July 2016 – Responses to matters related to stormwater, groundwater and settlement, traffic, arboriculture, Maori cultural heritage, landscape and visual, development engineering and other requests from PSR, prepared by Jacobs and AECOM with support from technical specialists on behalf of Watercare, dated 9 August 2016.

Section 92 request dated 18 July 2016 – Further responses to groundwater and settlement matters, letter and attachments prepared by AECOM, ref 4110L0509, dated 23 September 2016.

Section 92 request dated 3 October 2016 – Responses to groundwater and settlement matters, and other requests from PSR, prepared by Jacobs and AECOM with support from technical specialists on behalf of Watercare, dated 13 October 2016.

### **Lapse**

2. Subject to section 184(1) of the RMA each of these designations will lapse 20 years from the date it is included in the Auckland Unitary Plan.

### **Outline Plan of Works / Management Plans**

3. An Outline Plan of Works (OPW) shall be submitted to the Council prior to commencement of construction works. As part of the OPW the requiring authority is to prepare and submit the following management plans to the Council:

- Parks Protection Plan (PPP)
- Roads Reinstatement Plan (RRP)
- Landscape Plans for specified areas
- Construction Management Plan (CMP) for each project stage
- Ecological Management Plan for the Wallace Inlet
- Construction Noise and Vibration Management Plan (CNVMP)
- Transpower Construction Management Plan (TCMP)
- Pump Station Plan

Other Management Plans not required as part of an OPW:

- Site specific Construction Noise / Vibration Management Plans (SSCNMP / SSCVMP) required to be submitted no less than 5 days prior to the commencement of the activity
- Traffic Management Plans (TMP) provided to the relevant road controlling authority for certification at least twenty working days prior to works commencing
- Communications Plan (CP) - submitted to the Auckland Council (Team Leader Specialist Integration Compliance) and Auckland Transport within 12 months of the designation being confirmed

### **PRE-CONSTRUCTION**

#### **Section 176 approval**

4. In the period before construction begins on the project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and

may be undertaken without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:

- (a) Operation, maintenance and urgent repair works of existing Network Utilities;
- (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
- (c) Minor works such as new service connections; and
- (d) Upgrade and replacement of existing Network Utilities within the same or similar location with the same or similar effects as the existing utility.

For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:

- (a) In place at the time the notice of requirement for the project was served on the Auckland Council (1 May 2016); or
  - (b) Undertaken in accordance with this condition or the section 176(1) (b) RMA process.
5. Within six months of approval of the designation(s) in consultation with PSR, the requiring authority is to agree to the scope of activities PSR can undertake which would:
- (a) Not prevent or hinder the public work to which the designation relates; and
  - (b) Not trigger the requirement for written approval by the requiring authority pursuant to s176(1)(b) of the Resource Management Act 1991.
6. In the period before construction begins on the project (or a section thereof), PSR may undertake maintenance, urgent repair works and minor renewal works on existing PSR infrastructure without seeking the requiring authority's written approval under section 176(1) (b) of the RMA.
7. In the period before construction begins on the project on Lot 5 DP 505331 (or an allotment created from this allotment), the following activities will not prevent or hinder the project, and may be undertaken by the owners of Lot 5 DP 505331 (or an allotment created from this allotment), without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:
- (a) Construction, occupation and use of any building five storeys or less within the green dashed areas marked as Zone A – Zone J on the Mode Design Plan "Hobson Quarter 2 Falcon Crescent, Hobsonville – Proposed Site Plan – Option 13" dated 8 June 2017 (and any ancillary land use activities within Lot 5 DP 505331), provided that the foundations, excavations or any other activities occurring below existing ground level do not exceed 4 metres in depth;
  - (b) Geotechnical investigations involving boring deeper than 4 metres, provided that Watercare is notified five working days in advance of those investigations being undertaken and provided with the results of any such investigations within 20 working days of the completion of those investigations;
  - (c) Development of common facilities and infrastructure, such as (but not limited to) roads,



driveways, underground services, hard and soft landscaping, provided that there is no excavation more than 4 metres below existing ground level; and

(d) Subdivision of the land, whether fee simple, unit title or leasehold.

**Advice Note:**

For the avoidance of doubt, this condition confirms that the activities listed can be undertaken without seeking the requiring authority's approval under s176 of the RMA. This condition does not amount to approval by Auckland Council in its capacity as a regulatory authority for those activities. The owners of Lot 5 DP 505331 (or an allotment created from this allotment) must obtain any necessary resource consents and/or building consents from Auckland Council to carry out the activities listed in this condition.

**Pre-construction communications plan**

8. The requiring authority is to prepare a Pre-Construction Communications Plan (PCCP) for the pre-construction phase of the project which must be submitted to Auckland Council (Team Leader Specialist Integration Compliance) and to Auckland Transport within 12 months of the designation being confirmed. A copy of the final PCCP is required to be forwarded to Auckland Transport for its information. The PCCP shall set out:
  - (a) The method(s) of consultation and liaison with key stakeholders (including those identified in Appendix A to these conditions) and the owners/occupiers of neighbouring properties regarding project progress, likely commencement dates of construction works, and works programming and staging; and
  - (b) Full contact details of the nominated liaison person to manage the public information system and to be the point of contact for related enquiries.
9. The final PCCP is to be implemented, complied with and publicly available from the date it is submitted to Council until the commencement of the construction of the project.

**Design**

10. No shafts are to be located on land in private ownership as at 1 December 2016 unless the owner of that land agrees otherwise.
11. If implemented any Pipe bridges are to be designed so as not to impede existing or future access from the road corridor and any adjacent esplanade reserve.
12. As part of the OPW to be submitted to Council (Team Leader Specialist Integration Compliance) prior to commencement of construction works, the requiring authority shall describe the process used to select the option for construction of the Oteha Stream crossing at Bush Road.

**Advice Note:**

Options Listed in the NoR

Options 1, 2 and 3 are described in section 2.9.5 of "North Harbour 2 Watermain and Northern Interceptor in Shared Corridor. Volume One: Assessment of Effects on the Environment", prepared by AECOM and Jacobs on behalf of Watercare. dated May 2016.

The options may be summarised as:

Option 1: Trenchless method

Option 2: Pipe Bridge

Option 3: Combination of trenchless and open trench methods.

13. All pipes crossing the Oratia, Opanuku, Paremuka, and Swanson streams are to be located as close as practicable to the existing bridges crossing these streams and where practicable at a height below the main bridge deck, having regard to the following:
  - (a) The 1% AEP plus adequate freeboard;
  - (b) A preference to avoid or minimise removal of native vegetation; and
  - (c) The requirement to allow for bridge widening (to be confirmed in consultation with Auckland Transport).
14. If Option 2 or 3 is selected for the section of pipe through the Oteha Stream and the Fern Hill escarpment, then the design and construction of that section of pipe shall avoid removal of native canopy species larger than 15 cm dbh as far as practicable. Mitigation planting shall be undertaken in accordance with plans prepared pursuant to these conditions.
15. As part of the OPW process a 'Pump Station Plan' is to be prepared and submitted to the Team Leader – Specialist Integration Compliance. The Pump Station Plan must include:
  - (a) Details of the pump station's scale, location, design and appearance including any fencing, access, security lighting or gates; and
  - (b) Details of proposed landscaping. The landscaping is to be in accordance with requirements of these conditions.
16. During detailed design, the requiring authority shall reconsider the potential to retain the Pin Oak at the Swanson Road, Don Buck Road/Universal Drive Roundabout and/or to avoid working in the protected root zone of the Pin Oak. In determining the chosen option, the requiring authority may consider the costs of the alternatives, any increase in other effects (both short and longer term), operation and maintenance needs and the practicality of retaining the tree or avoiding its protected root zone. If the final alignment provides for the retention of the Pin Oak, a construction and tree protection methodology for this purpose shall be prepared in consultation with the council arborist and submitted with the OPW. In the event the Pin Oak is not retained, the requiring authority will consult with the PSR's arborist on appropriate mitigation.
17. The requiring authority shall consult with PSR and Auckland Transport, and, if requested, design the supports of the identified pipe bridges so as to not preclude the potential future shared use of the pipe bridge supports for a walkway / cycleway facility.

#### **Auckland Transport**

18. During the design phase, consideration must be given to the position of the proposed pipe in the road corridor in consultation with Auckland Transport. This is to include:
  - Alignment and depth of pipe (this is to be no less than 1,500mm below ground level)

unless design considerations make this impractical);

- Location of air and scour valves (where practicable, these are to be located outside of the carriageway);
- Location of manholes; and
- Future access, operation and maintenance of the proposed assets.

**Auckland Council Parks, Sports and Recreation (PSR)**

19. The requiring authority shall consult with PSR during the development of the detailed design for the project to:
- (a) Provide for the ongoing operation of and access to PSR's parks and reserves during construction where practicable;
  - (b) Agree the location of suitable alternative carparking to be established sufficient to address the parking lost during construction activities within the reserves in the event that parking areas in the parks and reserves are unavailable during construction.
  - (c) Coordinate future works around PSR projects in parks and reserves.
  - (d) Liaise with PSR about:
    - i. Look, finish, materials, colour and location of above ground structures located within parks and reserves;
    - ii. Design options with a view to achieving a balance of project objectives and best practice outcomes for PSR land and features; and
    - iii. Incorporate any comments received into the final design as far as practicable.
  - (e) Design parameters of any infrastructure which may be dual purpose, for example, should a pipe bridge also include, or provide for, a future pedestrian walkway;
  - (f) Post-construction mitigation, landscaping and reinstatement; and
  - (g) Work with PSR to identify berm areas adjacent to parks that PSR maintain and to minimise construction impacts on these areas as far as practicable.
20. The consultation required under condition 19 is to commence no less than 24 months prior to lodgement of the OPW application.

**Utilities**

21. The requiring authority (and its contractor) are to:
- (a) Work collaboratively with network utility operators during the development of the design for NH2 and the NI (in the shared corridor) to provide for the ongoing operation of and access to their networks;
  - (b) Undertake communication and consultation with network utility operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed



and construction methodology, and duration being known; and

- (c) Work collaboratively with network utility operators during preparation and implementation of the CMP in relation to the management of adverse effects on the assets of Auckland Transport and other network utility operations.
22. The requiring authority is to consult with Refining NZ on the design and construction methodology for any work that will occur within the New Zealand Refining Company Ltd designation, to develop a design and construction methodology that minimises effects on the NZRC designation. A record of this engagement process, the proposed design and construction methodology, and any commentary by Refining NZ is to be included in the outline plans lodged with the Auckland Council.

**Advice note:**

Under section 177(1)(a) of the RMA the requiring authority is required to obtain approval from Refining New Zealand before works commence in the land subject to the 'Refinery to Auckland Pipeline' designation.

23. No above ground infrastructure or infrastructure less than 4m below existing ground level is to be located within Lot 5 DP 505331 (or any allotment created from this allotment) unless the owner of that land agrees otherwise.

**Management Plans**

**Construction Management Plan**

24. As part of the OPW to be submitted to the Council (Team Leader Specialist Integration Compliance) prior to commencement of construction works, the requiring authority must prepare a Construction Management Plan or Plans (CMP) for the relevant project stage. The purpose of the CMP is to confirm final project details and staging of works to illustrate that the works remain within the limits and standards required by these conditions and that the construction and operation activities will avoid, remedy or mitigate adverse effects on the environment.

On request, the requiring authority is to provide a copy of the CMP(s) to interested mana whenua entities.

25. The CMP required by these conditions is to include sufficient details relating to the management of all construction activities associated with the relevant project stage to which it relates, including:
- (a) Details of the site or project manager and the construction liaison person, including their contact details (phone, postal address, email address);
  - (b) An outline construction programme;
  - (c) The proposed hours of work;
  - (d) The measures to manage effects on the safety and efficiency of the roading network, including effects on pedestrians and cyclists and vehicle access to schools, businesses, private properties and open space;

- (e) The measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
  - (f) Location(s) of the site infrastructure including site offices, site amenities, contractors yards' site access, equipment unloading and storage areas, contractor car parking, and security;
  - (g) Procedures for controlling sediment run-off, dust and removal of soil, debris, demolition and construction materials (if any) from public roads or places or private property adjacent to the work site(s);
  - (h) A Communication Plan;
  - (i) Means of providing for the health and safety of the general public;
  - (j) Procedures for the management of works which directly affect and/or are located in close proximity to existing network utility services;
  - (k) Procedures for responding to complaints about construction activities;
  - (l) Measures to manage potential impacts of construction on trees and vegetation;
  - (m) Measures to address Crime Prevention Through Environmental Design (CPTED) issues at and around any laydown area(s);
  - (n) Protocols for the management of accidental discoveries of archaeological material;
  - (o) Procedures for the refuelling of plant and equipment;
  - (p) Measures to address the storage of fuels, lubricants, hazardous and/or dangerous materials, along with contingency procedures to address emergency spill response(s) and clean-up;
  - (q) Procedures for the maintenance of machinery to avoid discharges of fuels of lubricants to watercourses and/or the Coastal Marine Area (CMA); and
  - (r) Methods and systems to inform and train all persons working on the site of potential environmental issues and how to avoid, remedy or mitigate any potential adverse effects.
26. The CMP is to be implemented and maintained throughout the entire construction period for the project or relevant project stage to manage potential adverse effects arising from construction activities and is to be updated as necessary. Any substantive change to the CMP must be submitted to the Council (Team Leader — Specialist Integration Compliance) at least ten working days prior to any such change taking effect.

#### **Site Specific Construction Management Plan**

27. Where minor enabling works or isolated works are to be undertaken prior to commencement of the main works, a site-specific CMP commensurate with the scale and effects of the proposed works, may be submitted to the Council (Team Leader — Specialist Integration Compliance) for comment.

**Advice Note:**

In some cases, with the written approval of the Council a site-specific CMP may not be required.

**Traffic Management Plan**

28. A detailed Traffic Management Plan or Plans (TMP) shall be prepared for the project and/or specific project site/s by an appropriately qualified person to manage potential adverse traffic effects arising from the construction activities to the greatest practicable extent. The TMP must be provided to the relevant road controlling authority for certification at least twenty working days prior to submission to the Council. A copy of the TMP certified by the relevant road controlling authority is to be provided to the Council (Team Leader — Specialist Integration Compliance) at least ten working days prior to the proposed works commencing.
29. The certified TMP is to be implemented and maintained throughout the entire construction period of the project or relevant project stage. The TMP or any specific component of the TMP is to be updated if required, including changes agreed by the road controlling authority as necessary, and provided to the Council.
30. The TMP must describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the project. The TMP is required to describe:
  - (a) The traffic management measures to maintain traffic capacity and safety or minimise the impact on traffic capacity seven days a week;
  - (b) Traffic assessments, including traffic modelling where appropriate, undertaken in consultation with the relevant road controlling authority which addresses intersection performance, capacity of affected road corridors and sites with existing high traffic and/or pedestrian movements, e.g. schools and Metropolitan Centre Zones;

**Advice note:**

As a minimum, traffic assessments and modeling to show queues is to be undertaken at the following intersections:

- Pine Avenue/Forest Hill Road
- Parrs Cross Road /Seymour Road
- Swanson Road/Metcalf Road
- Swanson Road/Universal Drive/Don Buck Road
- Don Buck Road/Lincoln Road intersection
- Fred Taylor Drive/Gunton Drive, Fred Taylor Drive/Maki Street and Fred Taylor Drive/Tawhia Drive (with a copy provided to the owner of the NorthWest Shopping Centre)
- Brigham Creek Road Roundabout to demonstrate that queues will not extend to State Highway 18.



- (c) Methods to manage construction vehicles. Methods may include restricting hours of operation and time periods (e.g. school holidays and / or night works) parking restrictions and restrictions on routes for construction traffic;
  - (d) Methods to manage the effects of the delivery of construction material, plant and machinery, including associated noise and/or vibration effects;
  - (e) Measures to maintain existing vehicle access to property where practicable, or to provide alternative access arrangements when required;
  - (f) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users using the roads, cycleways and footpaths adjacent to the construction works. Unless it is not practicable to do so, such access is to be safe, provide for universal access, be clearly identifiable, and seek to minimise significant detours; and to maintain a cycle route where they exist, to maintain public health and safety;
  - (g) Any road, footpath or cycleway closures that will be required and the nature and the duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses. In the event of any closures, the TMP is to describe the communications plan for local residents, the signage to pre-warn of closures and the organisations to be advised of the proposed closures (including the Blind Foundation);
  - (h) Any proposed monitoring to measure the impact of the works on traffic and vice versa. If safety or operational issues are evident, the methodology for measures to be implemented to address these issues;
  - (i) Measures to manage the proposed access to the work site should access be unable to cater for two-way traffic, and to minimise reverse movements and blocking of the road; and
  - (j) The availability of on and off street parking if the project sites are unable to accommodate all contractors' parking. This is to include an assessment of available on street parking (if any) for contractors and to identify measures to meet and/or reduce contractor parking demand should it be found that there is insufficient on-street parking to meet that demand.
  - (k) Measures to minimise the impact of any full or partial closure of Gunton Drive in the period 6 January to the Thursday prior to Labour Day weekend, prepared in consultation with NZTA, Auckland Transport and the owners and occupiers of land in the Westgate Precinct.
  - (l) Measures to achieve compliance with this condition.
31. The TMP(s) required by these conditions must be consistent with the version of the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management that applies at the time of construction. The requiring authority is to consult with the New Zealand Transport Authority on the development of construction and traffic management plans to ensure the ongoing operation and maintenance of SH18, as well as to minimise disruption during the Northern Corridor Project. The requiring authority must consult with the owner of the NorthWest Shopping Centre on any TMP which involves construction works on Fred Taylor Drive and/or Gunton Drive to ensure access to the Centre is maintained at all times.

Any response(s) from the owner of the NorthWest Shopping Centre on the final TMP must be provided to the relevant road controlling authority when submitted for certification, and provided to Auckland Council when submitted in accordance with condition 28.

Advice note

Gunton Drive is not the sole access to NorthWest Shopping Centre, with alternative access into the area available via Te Oranui Way, Tawhia Drive and Maki Street.

### **Construction Noise and Vibration Management Plan**

32. A Construction Noise and Vibration Management Plan (CNVMP) is to be prepared by an appropriately qualified person and is to be submitted to the Council prior to commencement of the works. The purpose of the CNVMP is to set out the management procedures and general methods to be adopted to avoid, remedy or mitigate potential noise and vibration effects arising from construction activities on adjacent landowners and occupiers. The CNVMP is to be implemented and maintained throughout the entire construction period. The CNVMP is to be updated when necessary and any proposed change to the CNVMP must be submitted to the Council prior to implementation.
33. The CNVMP is to include:
- (a) A process for predicting noise and vibration levels and identifying where site specific construction noise/vibration management plans are required;
  - (b) Noise and vibration sources, including machinery, equipment and construction techniques to be used;
  - (c) A list of buildings and structures considered 'at risk' from vibration based on a preliminary assessment. For the purposes of this condition an 'at risk' building is one at which the vibration levels in these conditions are likely to be approached or exceeded;
  - (d) A process for the use of building condition surveys to determine the current condition of 'at risk' buildings;
  - (e) Details on the effects of vibration on infrastructure located in earlier designations held by:
    - KiwiRail - relevant drawings: 2010673.516, 2010674.311–Option 1: Open Trench Construction, and 2010674.312–Option 2: Pipe-Jacking;
    - Refining NZ – relevant drawing: 2010673.512; and
    - Transpower – 2010673. 519, 2010673. 521, and 2010673. 531.
  - (f) Provision for determining the buildings that will require post-condition surveys;
  - (g) Identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry) along with the details of consultation with the land owners and occupiers of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
  - (h) The consultation undertaken by the requiring authority with affected stakeholders to

develop the CNVMP;

- (i) Methods for monitoring and reporting on construction noise and vibration;
- (j) Methods for communicating any expected or actual exceedances of rule 25.6.30 in the Auckland Unitary Plan;
- (k) Methods for receiving and responding to complaints about construction noise and vibration;
- (l) Procedures for when and how any building damage will be remedied and made good, as identified in pre- and post-construction condition building surveys; and
- (m) Any other items required by Annex E2 of NZS 6803:1999.

Advice note:

The ramps to the carpark above NorthWest shopping centre will be identified on the 'at risk' list and will be subject to pre and post-construction building surveys under this condition.

#### **Ecological Management Plan**

- 34. A banded rail nesting survey shall be undertaken prior to any vegetation removal within or adjacent to Wallace Inlet. In the event any potential nesting habitat of the banded rail is likely to be disturbed by the work, an Ecological Management Plan (EMP), including an implementation programme, developed by an appropriately qualified ecologist, shall be submitted to the Auckland Council (Team Leader Specialist Integration Compliance) as part of the OPW. Any disturbed habitat shall be reinstated, or a commensurate area of potential nesting habitat created elsewhere in the vicinity of Wallace Inlet in the event the specific site cannot be reinstated as a result of ongoing maintenance access being required, in accordance with the Ecological Management Plan.

#### **Tree and Vegetation Management Plan**

- 35. The construction methodology for the Oratia, Swanson and Oteha stream crossings must minimise impacts on existing mature trees and vegetation in the designation area. A construction and tree protection methodology for this purpose is to be developed in consultation with the Council's NRSI and PSR arborist and submitted with the OPW.
- 36. All trees to be retained that are growing in close proximity to the proposed works are to be protected in a manner that ensures that potential adverse effects are avoided and / or minimised.

Advice note:

The methodology for this will be provided by the management plans and the OPW.

#### **Parks Protections Plan**

- 37. As part of the OPW to be submitted prior to commencement of construction works the requiring authority is to prepare a Parks Protection Plan. The purpose of the Parks Protection Plan is to detail how each site will be landscaped following completion of works on the site to minimise adverse visual and landscape effects as well as social, ecological, arboricultural,



recreational and social effects. The Parks Protection Plan/s is to be prepared in consultation with PSR. The Parks Protection Plan/s is required to:

- (a) Identify the location and type of all physical works proposed which affect PSR land including drawings and content relevant to address all matters to an appropriate level of detail;
  - (b) Have particular regard to expert reports submitted with the NoR that identify features, structures and vegetation worthy of retention and/or protection;
  - (c) Identify any existing assets, structures, vegetation, landscape (including soil) and other features on the PSR land to be protected during works, and methodologies to protect;
  - (d) Identify the location and design of any permanent above-ground water, wastewater and stormwater infrastructure and the associated contouring of ground;
  - (e) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
  - (f) Include details of proposed landscaping and planting, including:
    - (i) details of finished soil levels, planting schedules, specifications, structure construction details and implementation as necessary to accurately define the required landscape works; and
    - (ii) details of the maintenance and weed management programmes to be carried out for a period of two years;
  - (g) Identify any proposed fencing, signage and gating required; and
  - (h) Include a record of all consultation undertaken in relation to the development of the Parks Protection Plan, how feedback has been incorporated, and where feedback has not been incorporated, the reasons why.
38. The proposed planting required by these conditions must be of native species and incorporate use of eco-sourced indigenous species of trees and shrubs as far as practicable. The provenance of the plants is to be from within the ecological district to the extent that is achievable.

#### **Landscape and Visual Management Plan**

39. In addition to the requirements above, detailed site-specific Landscape Plans are to be prepared for the following areas:
- All areas identified in the Auckland Unitary Plan as Significant Ecological Areas (SEAs)
  - The area of the construction site (limited to 96m<sup>2</sup> adjoining the end of the formed road) where the receiving pit exits to Shetland Road;
  - The intersection of Don Buck and Swanson Roads (in the event that the Pin Oak located on the roundabout is removed);
  - The Hobsonville pump station

- Stream crossings (Oratia, Opanuku, Swanson, Paremuka, Oteha); and
- Oteha Stream and Fern Hill escarpment, for that area affected by vegetation removal.

These site-specific landscape plans may be integrated with the plans required by condition 37 if appropriate. In these areas, the plans must include:

- (a) Methods to minimise and mitigate loss of any canopy trees or trees over 15 cm dbh using an appropriate compensation ratio and in a suitable location;
  - (b) Methods to mitigate potential edge effects resulting from vegetation clearance at Shetland Road and Bush Road, including appropriate planting during the first planting season following clearance to support and improve the ecological value of the area;
  - (c) Methods to mitigate the loss of riparian vegetation, including replanting. The losses are to be mitigated using an appropriate compensation ratio and in a suitable location.
40. The plans required by these conditions are to be prepared and submitted to the Council as part of the relevant OPW. The purpose of the Landscape Plans is to detail how each site will be landscaped following completion of each of the sites identified, in order to minimise visual and landscape, ecological and arboriculture effects. The Landscape Plans for areas of road reserve are to be prepared in consultation with Auckland Transport. Any comments received from Auckland Transport on the final detailed Landscape Plans are to be provided to the Council together with the requiring authority's response to those comments.
41. The detailed Landscape Plans must:
- (a) Identify any existing structures, vegetation or other features on the sites to be protected during the works or reinstated on completion of the works;
  - (b) Identify location and design of any permanent above-ground water, wastewater and stormwater infrastructure, and the associated ground contouring;
  - (c) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
  - (d) Include details of proposed landscaping and planting, including implementation;
  - (e) Include details of the maintenance and weed management programmes to be carried out for a period of two years to ensure the establishment of new planting on the widened causeway;
  - (f) Identify any fencing, signage and gating required as part of (b) and (e).

#### **Reinstatement Plans**

42. As part of the OPW to be submitted prior to commencement of construction works the requiring authority shall prepare a Roads Reinstatement Plan for roads. The Road Reinstatement Plan is to be prepared in consultation with Auckland Transport. The Road Reinstatement Plan/s is to:

- (a) Identify all existing traffic control devices (including signs, street furniture and road markings) and the road corridor affected by the works and to be reinstated following the works;
  - (b) Identify any existing structures, vegetation, landscape (including soil) and other features on the site to be protected during works or reinstated on completion of the works;
  - (c) Identify the location and design of any permanent above-ground water, wastewater and stormwater infrastructure and the associated contouring of ground;
  - (d) Include the location and design of any permanent access to the water, wastewater and stormwater infrastructure;
  - (e) Include details of proposed landscaping and planting, including implementation and maintenance programmes and soil reinstatement, including at least 300mm of topsoil, in vegetated areas;
  - (f) Identify any fencing, signage and gating required as part (b) and (c) above; and
  - (g) Include a summary of all consultation undertaken in relation to the development of the Roads Reinstatement Plan, how feedback has been incorporated and where feedback has not been incorporated, the reasons why.
  - (h) The final Roads Reinstatement plan is to be progressively implemented following completion of each project stage(s).
43. The requiring authority must prepare a Reinstatement Plan for all privately-owned land in consultation with the property owner, which addresses the aspects (as relevant to the specific site) identified in condition 42 (a) to (g).

#### **Communications Plan**

44. The requiring authority is to prepare a Communications Plan (CP) for the construction phase of the project or for each project stage, and submit the plan to the Council as part of the OPW. A copy of the CP shall be forwarded to Auckland Transport for its information. The CP must set out:
- (a) Communication procedures for ensuring that key stakeholders (including those identified in Appendix A to these conditions), Mana Whenua, and the owners/occupiers of neighbouring properties, road users and businesses in the immediate vicinity of the construction area(s) are given prior notice regarding the commencement, duration and effects of works;
  - (b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise; and
  - (c) full contact details of a liaison person who will manage the public information system and be the point of contact for related enquiries.

## **Transpower Construction Management Plan**

### **General condition applying to each NOR**

45. The requiring authority shall prepare a Transpower Construction Management Plan (TCMP) for the section of the NH2 watermain on
- (a) Don Buck Rd, Massey traversed by Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines; and
  - (b) Bush Road, Albany traversed by Transpower's Albany-Wairau Rd (ALB-WRD A) 220kV underground cables;

to ensure the protection of the HEN-MPE A and HEN-MDN A overhead transmission lines and the ALB-WRD A underground cable. The TCMP shall demonstrate that the design and construction methodology complies with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34:2001) and will not compromise the ongoing operation, maintenance and upgrading of the HEN-MDN, HEN-MPE and ALB-WRD transmission assets.

46. The TCMP shall be prepared in consultation with Transpower and a draft must be given to Transpower for its review and comment at least 6 months prior to being submitted to the Council. A record of consultation and any comments provided by Transpower on the final draft must be included with the final TCMP submitted to the Council for consideration as part of the OPW.
47. All works/activities are to be undertaken in accordance with the TCMP.

### **NOR 1 - works on Don Buck Road and under/near Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines:**

48. The TCMP required by these conditions must include the following (but not necessarily be limited to) in relation to the works on Don Buck Road, traversed by the HEN-MDN A and HEN-MPE-A overhead transmission lines:
- (a) The name, experience and qualifications of the person/s nominated by the requiring authority to supervise the implementation of, and adherence to, the TCMP.
  - (b) Construction drawings, plans, procedures, methods and measures to demonstrate that all construction activities undertaken on the site will meet the safe distances in the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001) or any subsequent revision of the code, including but not limited to those relating to:
    - i. Excavation and Construction near Towers (section 2);
    - ii. Building to Conductor clearances (section 3);
    - iii. Ground to Conductor clearances (section 4);
    - iv. Mobile Plant to conductor clearances (section 5); and
    - v. People to conductor clearances (section 9).



- (c) Details of any areas that are “out of bounds” during construction and within which additional management measures are required, such as fencing off, entry and exit hurdles and the minimum height for any hurdles. Where a safety observer is required, this will be at the requiring authority's cost.
  - (d) Details of contractor training for those working near the HEN-MPE A and HEN-MDN A lines.
49. Should conductive material need to be used for the section of watermain adjacent to the HEN-MPE A Tower 0006, the requiring authority must undertake a risk assessment to identify any required mitigation measures to control induction and transferred voltages, Earth Potential Rise and cathodic protection. The risk assessment and any recommended mitigation measures are to be provided to Transpower for its certification, and any required mitigation must be implemented by the requiring authority at its cost.

**NOR 2 - works proposed on Bush Road, Albany and under/near Transpower’s Albany-Wairau Road A (ALB-WRD-A) 220kV underground transmission cable:**

50. The TCMP required by these conditions must include the following (but not necessarily limited to) for those works on Bush Road near the Albany-Wairau Rd underground cable:
- (a) The name, experience and qualifications of the person/s nominated by the requiring authority to supervise the implementation of, and adherence to, the TCMP;
  - (b) Construction drawings, plans, procedures, methods and measures to demonstrate that:
    - i. There will be no directional drilling within 5m of the ALB-WRD A cable;
    - ii. Any backfill over the cable crossing has a thermal resistivity (TR) of 1.2 Km/W or better (test certificates required) and is carried out in layers of no more than 300mm at a time using a portable plate compactor;
    - iii. The Transpower concrete cable protection covers will not be interfered with and the correct backfill (as above) and compaction will be maintained during reinstatement;
    - iv. No watermain connections, risers or valves may be installed above or within the ALB-WRD-A cable corridor.
  - (c) Details of contractor training for those working near the ALB-WRD A underground cables.

**CONSTRUCTION**

**Pre-commencement meeting**

51. Prior to the commencement of each discrete stage of works (authorised by these designations), the requiring authority is to arrange and conduct a pre-start meeting that:
- (a) Is held at a location on the site;
  - (b) Is scheduled for not less than ten days before the anticipated commencement of works;
  - (c) Includes relevant and appropriate Auckland Council representatives and Auckland

Transport representatives, including Council monitoring inspectors and Council arborists (NRSI Consent and PSR arborists);

(d) Includes representation from the contractors, sub-contractors and work site supervisory staff who will undertake the works and any other relevant parties including appropriately qualified professionals (as required by other conditions) and the project archaeologist:

(e) That interested mana whenua entities have been invited to attend to undertake tikanga

**Advice note:**

A list of self-identified mana whenua is contained in Appendix A.

(f) The following information is to be made available by the requiring authority at the pre-start meeting:

- i. Timeframes for key stages of the works authorised by the designation
- ii. The designation and resource consent conditions and management plans required by those conditions
- iii. The OPW, including all necessary management plans
- iv. Contact details of key contractors.

52. The requiring authority shall undertake on-going communication and consultation with Auckland Transport and NZTA throughout the duration of construction, including in relation to design and implementation stages to co-ordinate works and management of effects of the project on road networks.

**Noise and Vibration**

53. Noise arising from construction activities is to be measured and assessed in accordance with NZS 6803:1999 Acoustics - Construction Noise and, unless otherwise provided for in a SSCNMP or these conditions, must comply with the noise limits set out in the following table:

Day	Time	L <sub>Aeq</sub>	L <sub>Amax</sub>
<b>Residential Receivers</b>			
Weekdays	0630h - 0730h	55 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	65 dB	80 dB
	2000h - 0630h	45 dB	75 dB
Saturday	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	70 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
Sundays and Public Holidays	0630h - 0730h	45 dB	75 dB
	0730h - 1800h	55 dB	85 dB
	1800h - 2000h	45 dB	75 dB
	2000h - 0630h	45 dB	75 dB
<b>Commercial and Industrial receivers</b>			

All	0730h — 1800h	70 dB	
	1800h — 0730h	75 dB	

54. Vibration arising from construction activities is to be measured and assessed in accordance with DIN 4150-3:1999 Structural Vibration Part 3: Effects of vibration on structures and rule E.25.6.30 in the Auckland Unitary Plan and, unless otherwise provided for in a SSCVMP, must at all times comply with the vibration limits contained therein.
55. Where the noise limits in condition 53 are predicted to be exceeded by less than 5 decibels monitoring is to be undertaken to confirm the actual noise levels. If the exceedance is shown to be more than 5 decibels, then a SSCNMP must be prepared.
56. The guideline vibration limits set out in DIN4150 must not be exceeded except where the requiring authority can demonstrate to the satisfaction of the Council in advance:
- (a) That the receiving building(s)/ structures (s) are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s)/ structures (s) by a chartered professional engineer or otherwise appropriately qualified person and a full pre-condition survey.
  - (b) That the requiring authority has obtained the written agreement of the building and /or structure owner(s) and occupier(s) that a higher limit may be applied.
  - (c) Procedures for when and how remedial works will be undertaken should they be required.
57. A Site Specific Construction Noise / Vibration Management Plan (SSCNMP / SSCVMP) must be prepared:
- (a) for any activity where construction noise is either predicted or measured to exceed the project noise limits in condition 53 by more than 5 decibels;
  - (b) for any activity where construction vibration is either predicted or measured to exceed the project vibration limits in DIN4150; and
  - (c) any works required to be undertaken at night time within 50 m of dwellings.
58. A SSCNMP / SSCVMP must establish the best practicable option for noise and vibration mitigation to be implemented for the construction activity and must include:
- (a) A description of the works which will generate noise and or vibration levels which cannot be practicably mitigated to achieve compliance with the project noise and vibration standards;
  - (b) The days and times when the activity will be permitted to exceed the project noise and / or vibration controls;
  - (c) The proposed noise and / or vibration limits for the specific activity;
  - (d) A record of all consultation and communication with the affected receiver(s);
  - (e) Noise and/ or vibration monitoring to be undertaken during the specific activity; and

- (f) For work at night, this is to include steps to mitigate adverse transport effects (in conjunction with any Traffic Management Plan(s)).
59. All SSCNMPs and SSCVMPs are to be submitted to the Council (Team Leader Specialist Integration Compliance) at least 5 days prior to the commencement of the works activity. Any reasonable and practicable comments received from the Council within 3 days must be incorporated into the final version.

### **Hours**

60. The construction hours are as follows, except where work is necessary outside the specified days or hours for the purposes specified in condition 61:
- (a) Tunnelling activities – 24 hours a day, 7 days a week operations for all tunnelling activities.
  - (b) General site activities – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.
  - (c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.
61. The purposes for which work may occur outside of the specified days or hours are:
- (a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
  - (b) where work is specifically required to be planned to be carried out at certain times, for instance, to tie into the existing network during periods of low flow, or to tie into tidal cycles for works in the CMA;
  - (c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
  - (d) in cases of emergency;
  - (e) for securing the site or the removal of a traffic hazard; and/or
  - (f) for any other reason specified in the designation conditions, CMP, TMP, CNVMP or SSCNVMP.

Where any work is undertaken pursuant to paragraphs (a) – (f) of this condition, within five working days of the commencement of such work the requiring authority must provide a report to the Council detailing how the work was authorised by those paragraphs.

### **Timing constraints**

62. The requiring authority is to manage the construction activities on local roads in the vicinity of the following schools the peak morning hours of 8.30am and 9.15am and the afternoon peak period of between 2.45pm to 3.30pm during school term time.
- Sutherland Primary School (located near to the proposed Paremuka Stream Crossing)
  - Don Buck Primary School (located near to the proposed Swanson Stream Crossing)
  - Massey Primary School (located near to the proposed Swanson Stream Crossing);



- St Pauls Primary School (located near to the proposed Swanson Stream Crossing; and
  - between 8.30 am and 9.15am, and 3.15pm to 4.00pm during the school term in the vicinity of the Massey High School (located near to the proposed Swanson Stream Crossing).
63. To reduce the overall impact on the NorthWest Shopping Centre, when full or partial closure of Gunton Drive is required for the works, the requiring authority shall comply with the time periods specified in condition 64 below, having regard to the need to provide an effective construction programme for the delivery of the project while maintaining customer access to NorthWest Shopping Centre via Gunton Drive.
64. Unless agreed otherwise by the owner of the NorthWest Shopping Centre or directed by Auckland Transport, no physical work affecting the carriageway is to be undertaken on that part of Fred Taylor Drive between Tawhia Drive and Gunton Drive or that part of Gunton Drive between Fred Taylor Drive and Tawhia Drive or the Hobsonville Interchange between the Friday immediately prior to Labour Day weekend and 5 January of any following year. Outside of the Friday immediately prior to Labour Day weekend to 5 January, the requiring authority may require full closure of Gunton Drive for up to 12 hours at any one time between the hours of 7pm and 8am and partial closure (where one lane of Gunton Drive will remain open for public vehicle access) at other times.

Advice note

The road controlling authority retains final control over the timing of road closures through the CAR process.

65. Specific to the Metcalf Road rail level crossing, the requiring authority is to design the works, its location, and construction methodology in consultation with Auckland Transport and KiwiRail. Consideration is to be given to any future grade separation works proposed by Auckland Transport and/or KiwiRail. All measures are to be taken to remedy or mitigate effects on the road and rail alignment.
66. Any rail line closures required by the proposed works are to be timed and are to take place at the same time as a line closure planned by Auckland Transport and/or KiwiRail unless otherwise authorised by Auckland Transport and KiwiRail.
67. Access, parking areas and functional use is required to be maintained for the Hobsonville Bowling Club at all times.
68. The requiring authority must manage the construction activities to minimise the number of heavy vehicles between the causeway and roundabout on Squadron Drive outside the hours of 0730 to 1900 on weekdays and 0730 to 1800 on Saturdays, and all day on any Sundays and public holidays. Heavy vehicles may use Squadron Drive outside those hours in the following limited circumstances:
- (a) Where it is necessary to undertake work outside normal working hours, for example micro-tunnelling under State Highway 18, where it is not feasible to undertake that work at other times due to traffic management requirements;
  - (b) For delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
  - (c) Where, due to unforeseen circumstances, it is necessary to complete an activity that has

commenced that day;

- (d) To secure a site or remove a traffic hazard;
  - (e) In cases of emergency;
  - (f) If required by a TMP;
  - (g) As otherwise agreed with the owners of 1 Squadron Drive.
69. Where any work is to be undertaken pursuant to condition 68, the requiring authority is to advise the Council (Team Leader Specialist Integration Compliance) in advance of that work, or where this is not possible, as soon as reasonably practicable.
70. The requiring authority must ensure that access to the HEN-MPE A and HEN-MDN A lines for maintenance work (at all reasonable times) and for emergency works (at all times) is not adversely affected by the works.

### **Damage**

71. Any damage in the road corridor, including side roads leading to construction sites, directly caused by heavy vehicles entering or exiting construction sites must be repaired within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

### **Kauri die back**

72. The requiring authority must ensure that any works within 30 metres of any Kauri will be undertaken in accordance with best practice procedures to prevent the introduction or spread of Kauri dieback disease. Best practice procedures are to be developed in conjunction with the Manager Biosecurity Auckland Council.

### **Archaeology and heritage**

73. An appropriately qualified archaeologist is to monitor construction activities within 50 metres of CHI site 15094 (Don Buck's camp) during the surficial earthworks and excavation into natural ground.
74. If any archaeological sites are exposed during the works, the following procedures will apply:
- (a) Immediately after it becomes apparent that an archaeological site or site of value to mana whenua has been exposed, all site works in the immediate vicinity are to cease immediately and the project archaeologist is to be notified;
  - (b) The requiring authority is to secure the area immediately so that any artefacts or remains are untouched;
  - (c) The requiring authority must notify Heritage New Zealand (HNZ), mana whenua, and the Council (Team Leader — Specialist Integration Compliance) (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. No works are to recommence in the immediate vicinity of the archaeological site until any required approval has been obtained unless an approval is not required; and
  - (d) The requiring authority is to invite mana whenua cultural monitors to be present during

any excavation or disturbance of Maori archaeology.

75. In the event that works need to be carried out within 5 metres of any of the built heritage items listed in the table below, clear dimensions are to be established and agreed with the Council (Heritage Manager or appointed delegate) prior to the commencement of works:

CHI No.	NZAA No.	Site Type	Name	Location	District/Regional Plan Name
3327		Building – Dwelling	Midgely House	17 Hobsonville Road, West Harbour	
3332		Building – Dwelling		194A Waimumu Road, Massey	
3333		Building – Dwelling		205 Waimumu Road, Massey	
3685		House site		Huia Road, Titirangi	
3721		Building – Dwelling		1-3 Phillip Ave, Glen Eden	
3729		Building – Dwelling		262 Glengarry Road, Glen Eden	
3804		Building – Post Office	Massey Post Office (former)	399 Don Buck Road, Massey	Auckland Council District Plan: Operative Waitakere Section 2003, Category II / PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 51)
5963	R11/503	Shell Midden (Reported)			
11271	R11/1458	Cottage site		99 Parris Cross Road, Oratia	PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 2481)
15094		Gum Diggers Camp / Monument/ Plaque	Don Bucks Camp / Dan Francisco Rodriguez Figuero	Don Bucks Corner Reserve, Ranui	
19865		Orchard	Tara Orchard Packing Shed and Homestead (former)	99 Parris Cross Road, Oratia	PAUP Category B Scheduled Historic Heritage Place (Appendix 9.1: ID 2481)

3516		Building – Dwelling		Cnr Ockleston Road and Clarks Lane, Hobsonville	
3792		Building – Ecclesiastical	Former Sinton Road Church	7 Clarks Lane, 1 Brighams Creek Road (Former), Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003
12874		Building – Dwelling		5 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003. Category II / PAUP Category B Historic Heritage Place (Appendix 9.1:ID 246)
12875		Building – Dwelling		4 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003. Category II/ PAUP Category B Historic Heritage Place (Appendix 9.1: ID 247)
12876		Building – Dwelling		6 Clarks Lane, Hobsonville	Auckland Council District Plan: Operative Waitakere Section 2003, Category II/ PAUP Category B Historic Heritage Place (Appendix 9.1: ID 248)

#### **Mana Whenua**

76. The Requiring Authority shall invite mana whenua cultural monitors to be present during the construction phase of the project.

#### **Finishing detail**

77. Any above ground pipes, structures/pump stations and paving are to be finished in colours appropriate for the receiving environment.
78. Building and paving material are to have a natural reflectivity of no greater than 37% in accordance with BS5252 Groups A and B.

#### **Transpower**

**NOR 1 - works on Don Buck Road and under/near Transpower's Henderson - Marsden A (HEN-MDN A) and Henderson - Maungatapere A (HEN-MPE A) 110kV overhead transmission lines:**



79. Unless Transpower agrees otherwise, excavation or disturbance of the land around HEN-MPE A Tower 0006 must not:
- (a) exceed a depth greater than 300mm within 6 metres of the outer edge of the visible foundations of the tower; or
  - (b) exceed a depth greater than 3 metres between 6 metres and 12 metres of the outer edge of the visible foundation of the tower; or
  - (c) destabilise the tower.
80. No excavated material, fill or construction material is to be stockpiled or deposited under the HEN-MPE A and HEN-MDN A transmission lines so that it reduces the conductor to ground clearance to less than 6.5 metres vertically.
81. All machinery and mobile plant operated in association with the works must maintain a minimum clearance distance of 4 metres from the HEN-MPE A and HEN-MDN A transmission lines at all times.
82. A warning sign is to be clearly displayed at the operator position on any mobile plant, namely "WARNING, KEEP 4M MINIMUM CLEARANCE FROM TRANSMISSION LINES AT ALL TIMES".

**NOR 2 - works proposed on Bush Road, Albany and under/near Transpower's Albany-Wairau Road A (ALB-WRD-A) 220kV underground transmission cable:**

83. All works/activities are to be undertaken in accordance with the TCMP.
84. The requiring authority must provide Transpower NZ with 10 working days' notice prior to commencing works on Bush Road within 100 metres of Transpower assets.
85. A Transpower representative (Northpower Ltd) must be allowed access to the site during the proposed works to provide a dedicated stand-over for all works in and around the cable.
86. The requiring authority must ensure that its employees, agents and contractors follow the principles laid down in the following publications:
- (a) "Approved Code of Practice for Safety in Excavation and Shafts for Foundations", published by the Occupational Safety and Health Service Department of Labour, September 1995, reprinted April 2000, ISBN 0-477-03578-7; and
  - (b) "Guide for Safety with Underground Services" published by the Occupational Safety and Health Service Department of Labour, issued October 2002, ISBN 0-477-03665-1.

**Rail integration**

87. All works within the rail corridor must be undertaken in a way that minimises disruption to passenger and/or freight services on the Western Line.

**POST CONSTRUCTION**

**Section 176 approval**

88. Following construction of the project (or a section thereof), the following activities undertaken by Network Utility Operators will not prevent or hinder the project, and may be undertaken no closer than 500mm to the watermain without seeking the requiring authority's written approval

under section 176(1)(b) of the RMA:

- (a) Operation, maintenance and urgent repair works on 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 service connections;
  - (d) Upgrade and replacement of existing Network Utilities in the same or similar location with the same or similar effects as the existing utility; and
  - (e) Works greater than those described above are subject to the approval of the requiring authority under section 176 but approval is not to be unreasonably withheld.
89. PSR may undertake maintenance, urgent repair works and minor renewal works on existing PSR infrastructure without seeking the requiring authority's written approval under section 176(1) (b) of the RMA.
90. Following construction of the project on Lot 5 DP 505331 (or an allotment created from this allotment), the following activities will not prevent or hinder the project, and may be undertaken by the owners of Lot 5 DP 505331 (or an allotment created from this allotment) without seeking the requiring authority's written approval under section 176(1)(b) of the RMA:
- (a) Construction, occupation and use of any building five storeys or less within the green dashed areas marked as Zone A – Zone J on the Mode Design Plan "Hobson Quarter 2 Falcon Crescent, Hobsonville – Proposed Site Plan – Option 13" dated 8 June 2017 (and any ancillary land use activities within Lot 5 DP 505331), provided that the foundations, excavations or any other activities occurring below existing ground level do not exceed 4 metres in depth;
  - (b) Geotechnical investigations involving boring deeper than 4m, provided that the standard "works over approval" process is followed.
  - (c) Development of common facilities and infrastructure, such as (but not limited to) roads, driveways, underground services, hard and soft landscaping provided that there is no excavation more than 4 metres below existing ground level.
  - (d) Subdivision of the land, whether fee simple, unit title or leasehold.

Advice Note:

For the avoidance of doubt, this condition confirms that the activities listed can be undertaken without seeking the requiring authority's approval under s176 of the RMA. This condition does not amount to approval by Auckland Council in its capacity as a regulatory authority for those activities. The owners of Lot 5 DP 505331 (or an allotment created from this allotment) must obtain any necessary resource consents and/or building consents from Auckland Council to carry out the activities listed in this condition.

#### **Drawing back designation**

91. As soon as reasonably practicable, and no later than the point at which any part or parts of the NH2 and/or NH2 and NI shared corridor project becomes operational, the requiring

authority must:

- (a) Review the areas of the land designated for the project. This review is to include consultation with Auckland Transport to enable the efficient operation of the road network;
- (b) Give notice in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) above.

#### **Operational noise**

- 92. The noise (rating) levels and maximum noise level arising from the pump station measured inside the boundary of an adjacent site in the adjacent residential zones must not exceed the levels in the Unitary Plan Table E25.6.2.1 – Noise levels in residential zones.

#### **Reinstatement**

- 93. At the conclusion of works for each project stage all disturbed areas are to be reinstated / landscaped in accordance with these conditions.

#### **As built**

- 94. As soon as reasonably practicable, and no later than the point at which any part or parts of the NH2 and/or NH2 and NI shared corridor project becomes operational, the requiring authority must provide as-built plans to the Council's Team Leader, Compliance and Monitoring, Resource Consents.
- 95. The requiring authority is to provide Transpower NZ with as-built drawings for the pipe/s which are laid in the ALB-WRD A designated cable route within 30 days of works being completed.

#### **Lighting**

- 96. All exterior lighting (if required) is to be fixed and no higher than 1 metre above finished ground level, capped, filtered or pointed downwards and screened so as to reduce lux spill. The only exception to this is the pump station site where normal building lighting is expected, including security lighting.

#### **Landscaping**

- 97. All planting is to be implemented in the first available planting season (1st April to 30th August) following the completion of the construction project stages.
- 98. All landscaping is to be maintained for a period of no less than 2 years, with any dead, diseased or dying landscaping to be replaced immediately with plants of the same species and at the minimum height at the time of planting as specified in the Landscape Plan.
- 99. At all locations, other than those identified in the general conditions as being subject to specific plans to be provided to the Council, and at the conclusion of works, any affected areas are to be reinstated as close to their original condition prior to construction as is reasonably practicable.

## Appendix A: List of Stakeholders

NOR1 (Titirangi to the eastern end of Fred Taylor Drive),

NOR2 (eastern abutment of the Greenhithe Bridge to Albany Reservoir),

NOR3 (Shared Corridor from Fred Taylor Drive to the western end of the Greenhithe Bridge)

The following listed parties constitute stakeholder(s) for the purposes of the Pre-Construction Consultation Plan and Construction Communications Plan

- Network Utility Operators with assets within or adjacent to the designation including but not limited to
  - Transpower
  - Refining NZ
- Ministry of Education
- Summerland Primary School
- Don Buck Primary School
- Massey High School
- Massey Primary School
- St Pauls Primary School
- Auckland Council Parks, Sports and Recreation where works are proposed in the following locations:
  - Waitakere Ranges Regional Park
  - Oratia Esplanade Reserve
  - Border Road Reserve
  - Shona Esplanade Reserve
  - Public Open Space (58-62 Munroe Road, Henderson)
  - Don Buck Corner Reserve
  - Public Open Space Conservation (20-28 Don Buck Road, Henderson; 6 William Pickering Drive, Rosedale; 66 Bush Road, Albany)
  - Douglas Alexandra Reserve
  - Public Open Space Informal Recreation (12 Douglas Alexander Parade, Rosedale)
  - Fernhill Escarpment
  - Burnside Escarpment
  - Hobsonville War Memorial Park
- Mitre10
- Stride Holdings Ltd
- New Zealand Transport Agency
- Hobsonville Bowling Club
- The owners of Lot 5 DP 505331 (or any allotments created from this allotment) in so far as it relates to construction methodology within 50 metres of Lot 5 DP 505331.
- The North Harbour 2 Watermain Project has been on the Kaitiaki Managers Project List provided to mana whenua since July 2013. Eight mana whenua entities have indicated ongoing interest in the project:
  - Ngāti Manuhiri
  - Ngāti Whātua o Ōrākei
  - Te Kawerau a Maki
  - Ngāti Maru
  - Te Akitai



- Te Rūnanga o Ngāti Whātua;
- Ngaati Whanaunga
- Ngāti Paoa

## Attachments

No attachments.

# Memo

Date 24/01/18

To: Warren Maclennan  
From: David Sanders

Subject: **Plan Modification: Clause 20A Amendment to Chapter K Watercare Designation Schedule of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

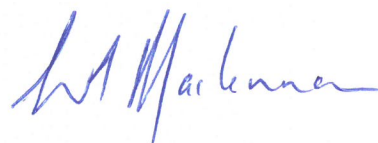
This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Chapter K Designation Watercare Schedule North West
<b>Subject Site (if applicable)</b>	N/A
<b>Legal Description (if applicable)</b>	N/A
<b>Nature of change</b>	A administration change is required to correct the Watercare Schedule North West in Chapter K to the Operative in Part version.  <b>Discussion</b> 9376 purpose description is incorrect. 9377 Location is incorrect.
<b>Effect of change</b>	These changes are in minor nature, the amendments do not change the intent of the provisions.
<b>Changes required to be made</b>	Amend Chapter K Watercare designations 9376 and 9377 in the Operative in Part version.  9376 Water supply and wastewater purposes – pipelines, pumping stations and associated infrastructure  9377 From 114 Scenic Drive, Titirangi to Albany Reservoir, Corinthian Drive, Albany From eastern end Fred Taylor Drive to western end Greenhithe Bridge causeway.

Prepared by: David Sanders

Approved by: Warren Maclennan

Signature: 

Signature: 

## Designation Schedule - Watercare Services Ltd (1/3)

### North and West

Number	Purpose	Location
9300	Water supply purposes - pump station, reservoir and associated structures	2A Sunset Road, Unsworth Heights
9301	Water supply purposes - pump station, future reservoirs and associated structures	53 Schnapper Rock Road, Albany
9302	Water supply purposes - reservoir, pump station and associated structures	106 Pupuke Road, Hilcrest
9303	Water supply Purposes - pump station and associated structures	39 Killarney Street and part of adjoining road reserve, Takapuna
9304	Water Supply purposes - reservoirs and associated structures	83 and 89 Waipa Street, Birkenhead
9305	Water supply purposes - reservoir and associated structures	395 Upper Harbour Drive, Greenhithe
9306	Water supply purposes - reservoir and associated structures	192 Browns Bay Road, Murrays Bay
9307	Water supply purposes - reservoir and associated structures	179 Kowhai Road, Mairangi Bay
9308	Water supply purposes - reservoir, pump station and associated structures	253 Forrest Hill Road, Forrest Hill
9309	Water supply purposes - existing and proposed reservoirs and associated structures	69 Corinthian Drive, Albany
9310	Wastewater purposes - wastewater treatment plant odour buffer area	Rosedale Park, and reserves, roads and motorway in the vicinity of the wastewater treatment plant
9311	Wastewater purposes - wastewater treatment plant and underground route of outfall to Mairangi Bay	Rosedale Road and Upper Harbour Highway, Albany, then via various properties and roads to Mairangi Bay
9312	Water supply purposes - pump station and associated structures	22B Easter Parade, Glen Eden
9313	Water supply purposes - pump station and associated structures	161C Colwill Road, Massey
9314	Water supply purposes - pump station and associated structures	47A Phillip Avenue, Glen Eden
9315	Water supply purposes - reservoir and associated structures	126 McEntee Road, Waitakere
9316	Water supply purposes - reservoir and associated structures	270 Don Buck Road, Massey
9317	Water supply purposes - reservoir and associated structures	893 and 895 Scenic Drive North, Swanson
9318	Water supply purposes - reservoir and associated structures	272A Scenic Drive, Titirangi
9319	Water supply purposes - reservoir and associated structures	19 Bush Road, Waiatarua
9320	Water supply purposes - reservoir and associated structures	1076A Huia Road, Huia
9321	Water supply purposes - water catchment	Waitakere Ranges

9347	Wastewater purposes - wastewater treatment plant	Te Whau Creek, Hamilton Road (east of 287 and 309 Hamilton Road), Snells Beach
9348	Wastewater purposes - wastewater treatment plant	Weranui Road, in the vicinity of 135 Weranui Road, Waiwera
9349	Water supply purposes - reservoir and associated structures	1002 Hibiscus Coast Highway, Waiwera
9350	Water supply purposes - reservoir and associated structures	138 West Hoe Heights, Orewa
9352	Water supply purposes - reservoir and associated structures	105 Wainui Road
9353	Water supply purposes - reservoir and associated structures	231 Whangaparaoa Road, Whangaparaoa
9354	Water supply purposes - reservoir and associated structures	104A Wade River Road, Arkles Bay
9355	Water supply purposes - reservoir and associated structures	1170 Whangaparaoa Road, Tindalls Bay
9356	Wastewater purposes - wastewater treatment plant	Kaipara Coast Highway (Sec 50 SO 47244), Helensville
9357	Water supply purposes - dams	215 Mangakura, Kiwitahi and Wishart Roads, Helensville
9358	Water supply purposes - reservoir and associated structures	Wishart Road (Sec 62 BLK XIV Kaipara Surevey District), Helensville
9359	Wastewater purposes - wastewater treatment plant	18 Oraha Road, Huapai
9360	Water supply purposes - water treatment plant	148-162 Motutara Road, Muriwai
9361	Wastewater purposes - exclusion of dwellings in the area surrounding the wastewater treatment plant	Land surrounding the wastewater treatment ponds including 106 Rustybrook Road, 1496 State Highway 1, 133 Wayby Valley Road and Lot 2 DP 171826, Wellsford
9362	Wastewater purposes - wastewater treatment plant	1535 Whangaparaoa Road, Army Bay
9363	Wastewater purposes - exclusion of dwellings in the area surrounding the wastewater treatment plant	Land surrounding the wastewater treatment ponds, Te Whau Creek, Snells Beach (including 287 and 309 Hamilton Road and 120 Hamatana Road)
9364	Wastewater purposes - exclusion of dwellings in the area surrounding the wastewater treatment plant	Land surrounding the wastewater treatment ponds, (including 135 Weranui Road and 12, 45, 83 and 105 Jarvis Road), Waiwera
9366	Water supply purposes - reservoir and associated structures	190 West Hoe Heights, Orewa
9367	Water supply purposes - reservoir and associated Structures (including power supply and telemetry)	2 Lonely Track Road, Glenvar
9368	Water supply purposes - pump station and associated structures	East Coast Road (road reserve) south of Bawden Road, Redvale
9369	Water supply purposes - reservoir and associated structures	125 Scott Road, Wade Heads
9370	Wastewater purposes - pump station, constructed overflow and associated structures	228 Millwater Parkway, Silverdale
9371	Water supply purposes - pump station and associated structures	2-12 Lincoln Park Avenue, Massey



# Memo

Date 25 January 2018

To: Phill Reid, Auckland-wide Manager  
From: Sisira Jayasinghe, Planner, Planning Central & South

Subject: **Plan Modification: Clause 20A Amendment to Chapter K – Schedules and Designations of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).


This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Chapter K – Schedules and Designations; Auckland Unitary Plan Designation 1826 – Public off street parking
<b>Subject Site (if applicable)</b>	1R Newbury Street, Otara, Auckland
<b>Legal Description (if applicable)</b>	Lot 50 DP 55184, Allot 559 Parish of Manurewa, Allot 556 Parish of Manurewa, Allot 557 Parish of Manurewa, Allot 558 Parish of Manurewa
<b>Nature of change</b>	A text change is required to correct The Auckland Unitary Plan (Operative in Part), Chapter K, Schedules and Designations - Schedule – Auckland Transport (3/3) – (Page 13).  <b>Discussion</b>  Designation 1826 Public off-street parking – The location of this designation is incorrectly stated as “129 Kew Lane, Otara”. This should be corrected by inserting the correct address of the location of car park, which is 1R Newbury Street, Otara. The address of the location is correctly given in the GIS viewer of the Unitary Plan as well as in the text of the page where Designation conditions for the Designation 1826 Car park – Newbury Street are given.
<b>Effect of change</b>	This amendment will have the effect of recording the address of the location of Designation 1826 correctly to make this consistent with the GIS viewer and other parts of the AUP(OP).
<b>Changes required to be made</b>	Amend Designation schedule – Auckland Transport (3/3) - (Page 13) in the Operative in Part version as follows:

Number	Description	Location
1826	Public off-street parking...	129, Kew Lane, Otara <u>1R Newbury Street, Otara</u>

Prepared by: Sisira Jayasinghe  
 Planner,  
 Planning Central & South

Approved by: Phill Reid  
 Auckland-wide Manager

Signature: 

Signature:

## Property Summary

This summary lists searched address, legal description, Zone and other limitations that apply to the site.

### Address

1R Newbury Street Otara Auckland 2023

### Legal Description

LOT 50 DP 55184, ALLOT 559 PARISH OF MANUREWA, ALLOT 556  
PARISH OF MANUREWA, ALLOT 557 PARISH OF MANUREWA,  
ALLOT 558 PARISH OF MANUREWA

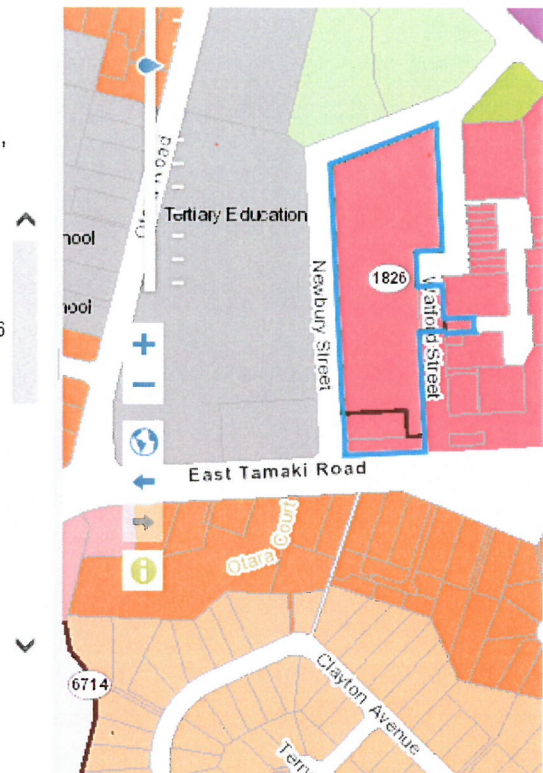
### Appeals

### Modification

Notice of Requirements, NoR : Alter designation 1100 1102 Auckland  
Airport, Airspace Restriction Designations, [View PDF](#), Lodged

### Zone

For other mapped information that may apply to the searched property  
please use the Data Discovery tool or check the main [GIS viewer](#)  
([GeoMaps](#)).



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

### South

Number	Description	Location
1800	Road widening	542 and 568 Ormiston Road, Flat Bush
1801	Road widening	1 Kerr Road, Manukau Central
1802	Road widening	128 Ormiston Road, Flat Bush
1804	Public off-street parking ...	143 Pakuranga Road, Pakuranga
1805	Car park and service lane	25A Parkhill Road and 20, 24 Uxbridge Road, Howick
1806	Road widening	109 and 129 Beachlands Road, 373, 460, 465, 469, 482, 492, 509, 529, 533, 600, 601-605, 639, 645-651, 650, 691, 702, 712, 722, 732, 746, 751, 758, 770, 781, 824, 830, 855, 865-867 and 897 Whitford-Maraetai Road and 49 and 110A Jack Lachlan Drive, Whitford (Stages 5, 6 and 7)
1807	New road (Whitford Bypass)	40, 51, 54, 58, 83, 133, 172, 173, 201, 227, 231, 230, 232, 238, 250, 257, 284, 330, 371, 374, 376 and 385 Whitford Park Road, 2, 21, 35, 91, 97, 101 and 401 Trig Road, 18, 24 and 30 Saleyard Road, 500 Brookby Road, 53 Polo Lane, 1 and 2 Turanga Road, 49 Clifton Road and 46, 53R, 104R, 109, 130, 150, 186, 299, 373 and 404 Whitford-Maraetai Road (Stages 1, 2, 3 and 4)
1808	Road widening	Ormiston Road and Chapel Road, Flat Bush
1809	Road widening	2, 5, 17, 22-38, 47-59, 56-60 and 67 Allens Road, 3-9 Smales Road, 1 and 2 Harris Road, 2 Ross Reid Place and 61 Sir William Avenue, East Tamaki
1810	Car parking asset	24 Hall St, Pukekohe
1811	Public off-street parking ...	27 Moore Street, Howick
1812	Public off-street parking ...	4 Tobin Street, Pukekohe
1813	Public off-street parking ...	21 Wallace Road, Papatoetoe
1814	Public off-street parking ...	9 Osterley Way, Manukau Central
1816	Public off-street parking ...	27 Charles Street, Papatotetoe
1817	Public off-street parking ...	2 Davies Avenue, Manukau
1818	Public off-street parking ...	139 Kolmar Road, Papatoetoe
1819	Public off-street parking ...	41 Moore Street (Fencible Drive), Howick
1820	Public off-street parking ...	1-13 Maich Road, Papakura
1821	Public off-street parking ...	26-32 O'Shannessy Street, Papakura
1823	Public off-street parking ...	37 Coles Crescent, Papakura
1824	Public off-street parking ...	15 Eric Baker Place, Papatotetoe
1826	Public off-street parking ...	1R Newbury Street, Otara
1827	Public off-street parking ...	21 Shirley Road, Papatoetoe
1828	Public off-street parking ...	9 Wellington Street (Picton Street), Howick



1829	Public off-street parking ...	7 Massey Avenue, Pukekohe
1830	Public off-street parking ...	4 Wellington Street, Howick
1831	Public off-street parking ...	1-49 Waddon Place and 121 Bader Drive, Mangere
1832	Public off-street parking ...	Constable Road (corner King Street), Waiuku
1833	Road widening	Flat Bush School Road and Murphys Road, Flat Bush
1834	Road widening	21 and 39 Flat Bush School Road and 66 Thomas Road, Flat Bush
1835	Upgrade intersection at East Tamaki, Ormiston and Preston Roads in Otara	267Z, 279, 279A, 279B, 279C, 279D, 279E, 279F, 279G, 279H, 279I, 283, 285 and 287 East Tamaki Road, 2, 4, 6, 1/6, 2/6, 3/6, 4/6, 5/6, 6/6, 7/6, 8/6 and 8 Ormiston Road and 208, 208A and 243 Preston Road
1836	The purpose of the designation is to enable the Requiring Authority to widen and upgrade the Redoubt Road-Mill Road Corridor. The public works are required in order to provide future corridor capacity to support growth identified within the Takanini and wider southern area and provide an alternate north/south corridor to State Highway 1.	Parts of Redoubt Road, Mill

# Memo

Date 1 February 2018

To: Phill Reid, Auckland-wide Manager

From: Angela Smith

Subject: **Plan Modification: Clause 20A Amendment to XX of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Chapter E Auckland-Wide E27 Transport E27.6.2. Number of parking and loading spaces
<b>Subject Site (if applicable)</b>	N/A
<b>Legal Description (if applicable)</b>	N/A
<b>Nature of change</b>	<p>A text change is required to correct Standard E27.6.2(4A)(d) to the Operative in Part version.</p> <p><b>Discussion</b></p> <p>The following appeals sought changes to the parking requirements in Chapter E27 Transport.</p> <p><b>ENV-2016-AKL-000191 - The National Trading Company of New Zealand Limited v Auckland Council</b>  <b>ENV-2016-AKL-000192 - Kiwi Property Group Limited &amp; Kiwi Property Holdings Limited v Auckland Council</b>  <b>ENV-2016-AKL-000201 - Progressive Enterprises Limited v Auckland Council</b>  <u>Topic:</u> ENV-2016-304-000122 - PAUP - 043/044 - Transport - Car parking</p> <p>The parties to the appeals reached an agreed position to make changes to E27 that was subsequently confirmed by the Environment Court. However, the text in Standard E27.6.2(4A)(d), as put before the Court as part of the agreed position of the parties, and subsequently confirmed in the Court's decision, and now included in the Auckland Unitary Plan Operative in part (<b>AUP(OP)</b>), contains an error.</p> <p>Because of the current double (or triple) negative in E27.6.2(4A), the parking minimums in Table E27.6.2.3 apply to small new buildings and additions not</p>

	<p>exceeding 100m<sup>2</sup> but not to the larger new buildings and additions as was intended.</p> <p>Helpfully, at paragraph 32 of the Environment Court decision (below) it is clear that the intention was for the exemptions to apply to smaller buildings and additions.</p> <p>[32] 4A(d) and (e) provide exemptions for construction of a new building of less than 100m<sup>2</sup>, or an addition to an existing building of less than 100m<sup>2</sup>, or where there is a restriction on access due to a key retail frontage control or a vehicle access restriction control</p> <p>Simpson Grierson has confirmed that they consider this is an error that can be corrected under clause 20A. The paragraph in the Court's decision which describe the exemption as being for "construction of a new building of <u>less</u> than 100m<sup>2</sup>, or an addition to an existing building of <u>less</u> than 100m<sup>2</sup>" (paragraph 32) demonstrates the text is an error in the sense that the drafting does not give effect to what was intended.</p>
<p><b>Effect of change</b></p>	<p>Standard E27.6.2(4A)(d)(i) and (ii) can be implemented as intended, i.e. the exemptions apply to new buildings and additions, not exceeding 100m<sup>2</sup> GFA.</p>
<p><b>Changes required to be made</b></p>	<p>Amend E27.6.2. in the Operative in Part version as follows:  <b>E27.6.2. Number of parking and loading spaces</b></p> <p>(4A) The minimum parking requirements in Table E27.6.2.3 do not apply in any of the following circumstances:</p> <p>(a) where the activity is located within the D17 Historic Heritage Overlay; or  (b) where the activity is located within the D18 Special Character Areas Overlay – Residential and Business; or  (c) where the activity involves a change in use from;  (i) one retail activity to another; or  (ii) one commercial service to another; or  (iii) one retail activity to a commercial service or vice versa; or  <b>(d) where the activity <del>does not</del> involves either:</b>  (i) the construction of a new building not exceeding 100m<sup>2</sup> GFA; or  (ii) an addition not exceeding 100m<sup>2</sup> GFA to an existing building</p>

**Prepared by:**  
Angela Smith

**Approved by:**  
Phill Reid

**Signature:**



**Signature:**



E27 Transport

Activity			Applies to zones and locations specified in Standard E27.6.2(4)	
			Minimum rate	Maximum rate
(T26)	Medical facilities	Hospital	No minimum	1 per 40 m <sup>2</sup> GFA
(T27)		Healthcare facilities	No minimum	No maximum
(T28)	Residential	All dwellings in the Terrace Housing & Apartment Buildings zone	No minimum	No maximum
(T29)		Dwellings – studio or 1 bedroom	No minimum	No maximum
(T30)		Dwellings – two or more bedrooms	No minimum	No maximum
(T31)		Visitor spaces	No minimum	No maximum
(T32)		Retirement villages	No minimum	No maximum
(T33)		Supported residential care	No minimum	No maximum
(T34)		Visitor accommodation	No minimum	No maximum
(T35)		Boarding houses	No minimum	No maximum
(T36)		All other activities	No minimum	No maximum

(4A) The minimum parking requirements in Table E27.6.2.3 do not apply in any of the following circumstances:

- (a) where the activity is located within the D17 Historic Heritage Overlay; or
- (b) where the activity is located within the D18 Special Character Areas Overlay – Residential and Business; or
- (c) where the activity involves a change in use from;
  - (i) one retail activity to another; or
  - (ii) one commercial service to another; or
  - (iii) one retail activity to a commercial service or vice versa; or
- (d) where the activity involves either:
  - (i) the construction of a new building not exceeding 100 m<sup>2</sup> GFA; or
  - (ii) an addition not exceeding 100m<sup>2</sup> GFA to an existing building.
- (e) Where the activity is located on a site to which vehicular access can only be gained across a frontage subject to:



## Memorandum

**To:** Phill Reid - Auckland – wide Planning Manager

**From:** Tony Reidy – Team Leader – Auckland – wide Planning

**Date:** 7 December 2017

**Subject:** Plan Modification: Clause 20A Amendment to the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).  
3/20 Huntly Ave, Grafton – Removal of outstanding natural feature overlay

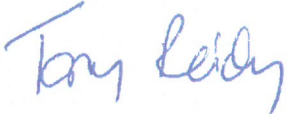
Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Planning map (overlay) for 3/20 Huntly Ave, Grafton
<b>Subject Site (if applicable)</b>	3/20 Huntly Ave, Grafton
<b>Legal Description (if applicable)</b>	Pt Lot 19-20 DP 2098 & Lot 206 DP 2098
<b>Nature of Change</b>	<p>Both the Auckland Domain and Outhwaite Park are correctly covered by an outstanding nature feature overlay (ID 7) - Auckland Domain Volcano.</p> <p>The outstanding natural feature overlay has also been applied to part of 3/20 Huntly Ave, Grafton in error. Residential zoned properties adjacent to 3/20 Huntly Ave do not have the overlay.</p> <p>A portion of 3/20 Huntly Ave was previously an accessway to Outhwaite Park and therefore part of the park (in the legacy Isthmus District Plan) and hence the error (see attached legacy planning map from Auckland Isthmus District Plan).</p>
<b>Effect of Change</b>	Removes the outstanding natural feature overlay from 3/20 Huntly Ave, Grafton. This property is developed and does not have the values that would warrant a natural features overlay.
<b>Changes required to be made</b>	Remove the outstanding natural feature overlay (ID 7) - Auckland Domain Volcano from 3/20 Huntly Ave, Grafton

**Prepared by: Tony Reidy**

Team Leader – Auckland – wide Planning

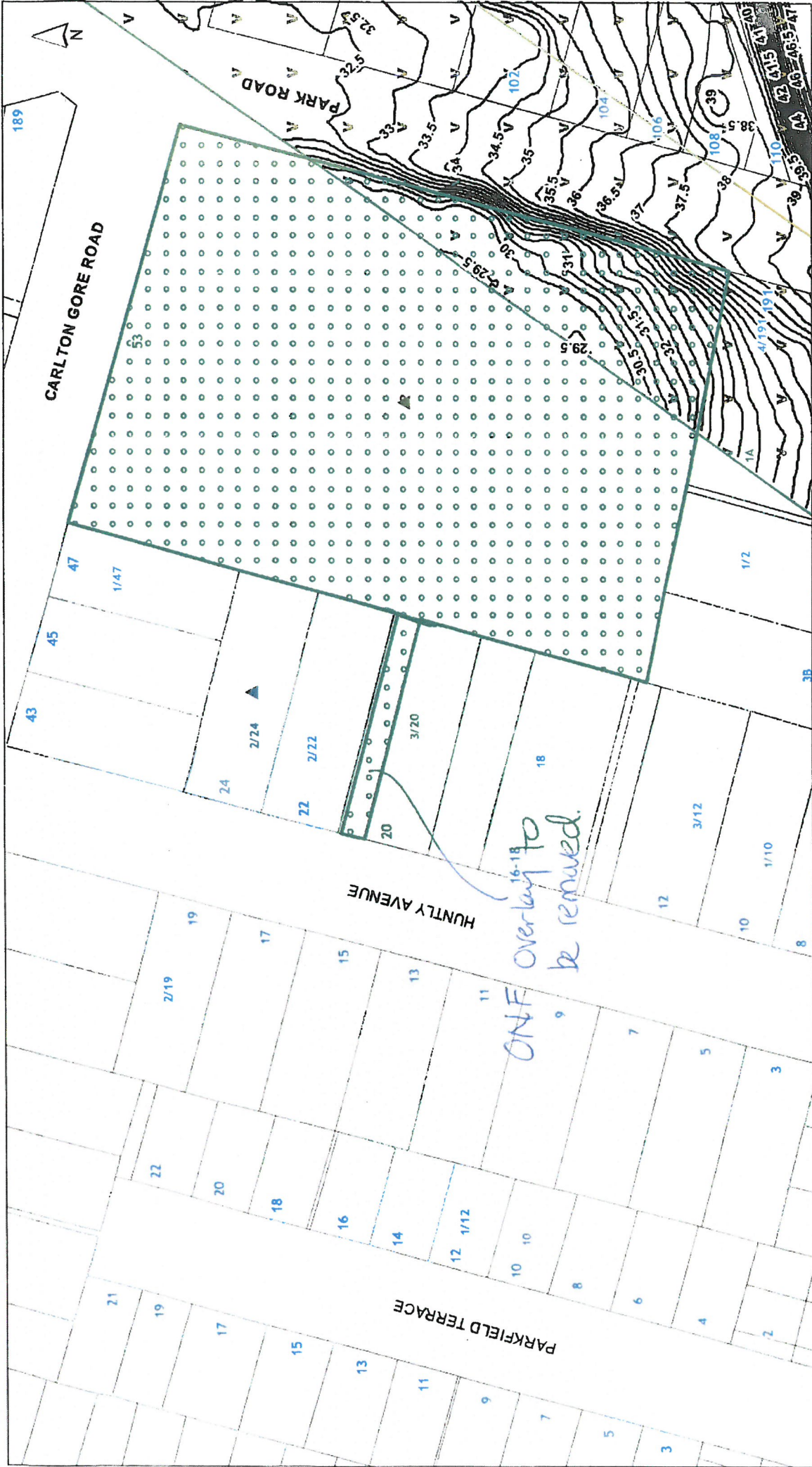
Signature: 

**Approved by: Phill Reid**

Auckland – wide Planning Manager

Signature: 





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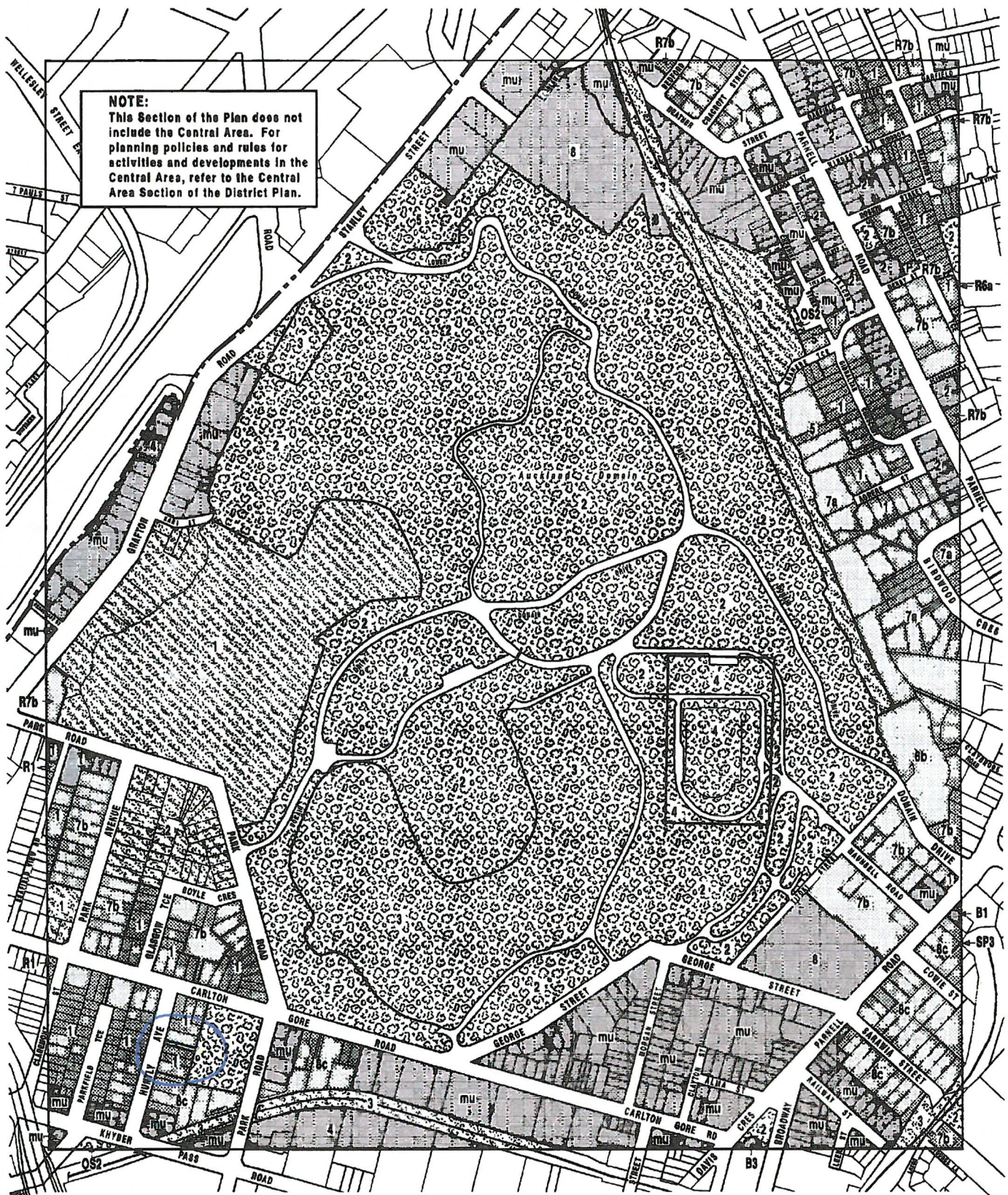
Natural Heritage  
 3/20 Huntly Ave, Grafton

Scale @ A4  
 = 1:1,000  
 Date Printed:  
 7/12/2017





**NOTE:**  
 This Section of the Plan does not include the Central Area. For planning policies and rules for activities and developments in the Central Area, refer to the Central Area Section of the District Plan.



**C09**

B08	B09	B10
C08		C10
D08	D09	D10

**PLANNING MAP No 1  
 ZONING**



0 1:7000 200m



**CITY OF AUCKLAND  
 DISTRICT PLAN  
 ISTHMUS SECTION  
 - OPERATIVE 1989**

	Residential Activity Zones		Boundary between zones
	Business Activity Zones		Special Parking Zones
	Special Purpose Activity Zones		Footways
	Open Space Activity Zones		Service Lanes
			Motorways, Roads
			Central Area Boundary
			District Boundary

UPDATED 15/05/14





COMPUTER FREEHOLD REGISTER  
UNDER LAND TRANSFER ACT 1952



Search Copy

  
R. W. Muir  
Registrar-General  
of Land

**Identifier** NA78D/938  
**Land Registration District** North Auckland  
**Date Issued** 01 May 1991

**Prior References**

NA462/151 NA689/187

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**Estate** Fee Simple  
**Area** 801 square metres more or less  
**Legal Description** Lot 26 Deposited Plan 2098 and Part Lot  
19-20 Deposited Plan 2098

**Proprietors**

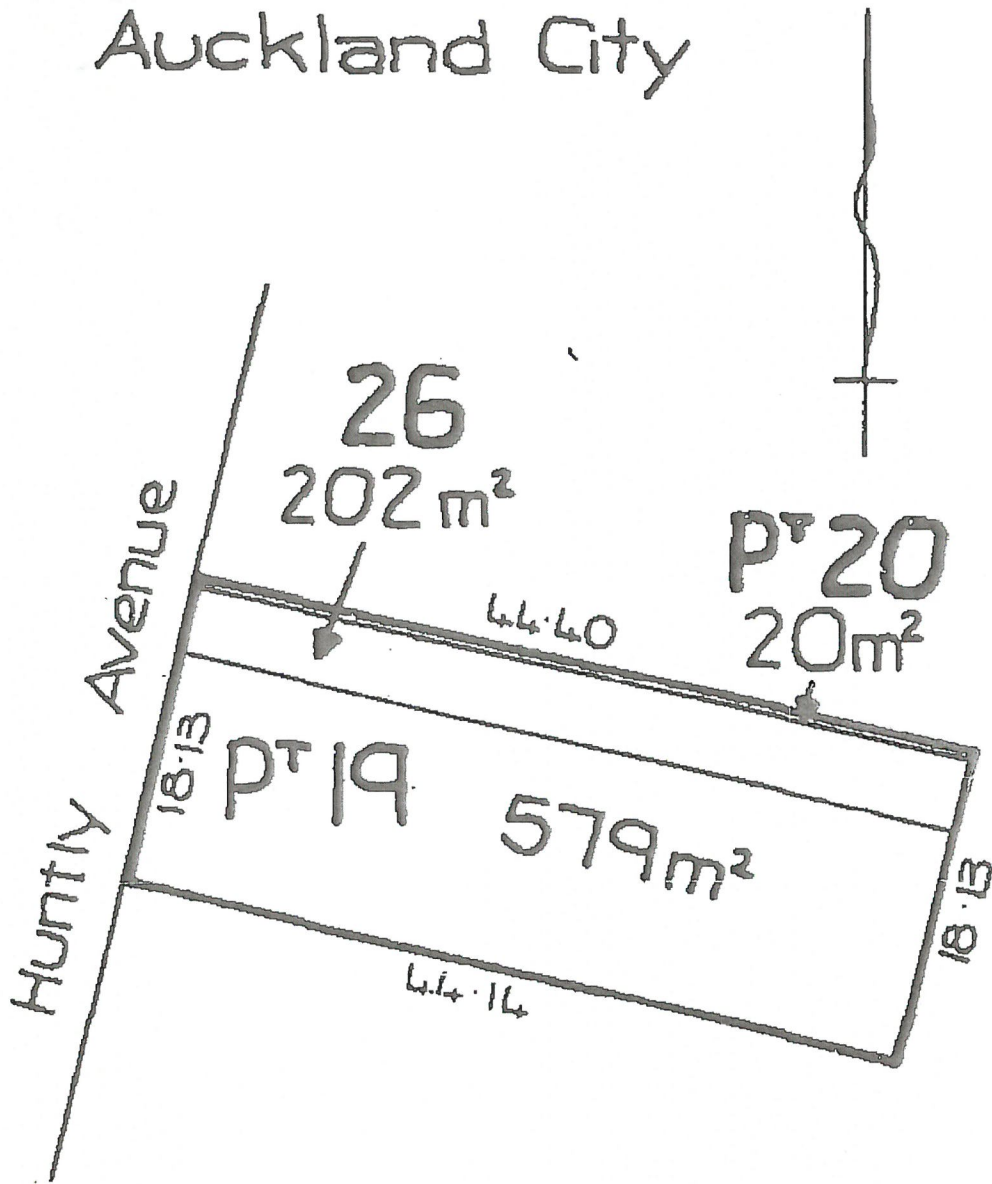
Andrew Benedict Dowd and Susan Margaret Klavs as Executors

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**Interests**

10807181.3 Mortgage to Bank of New Zealand - 2.6.2017 at 2:20 pm

# Auckland City



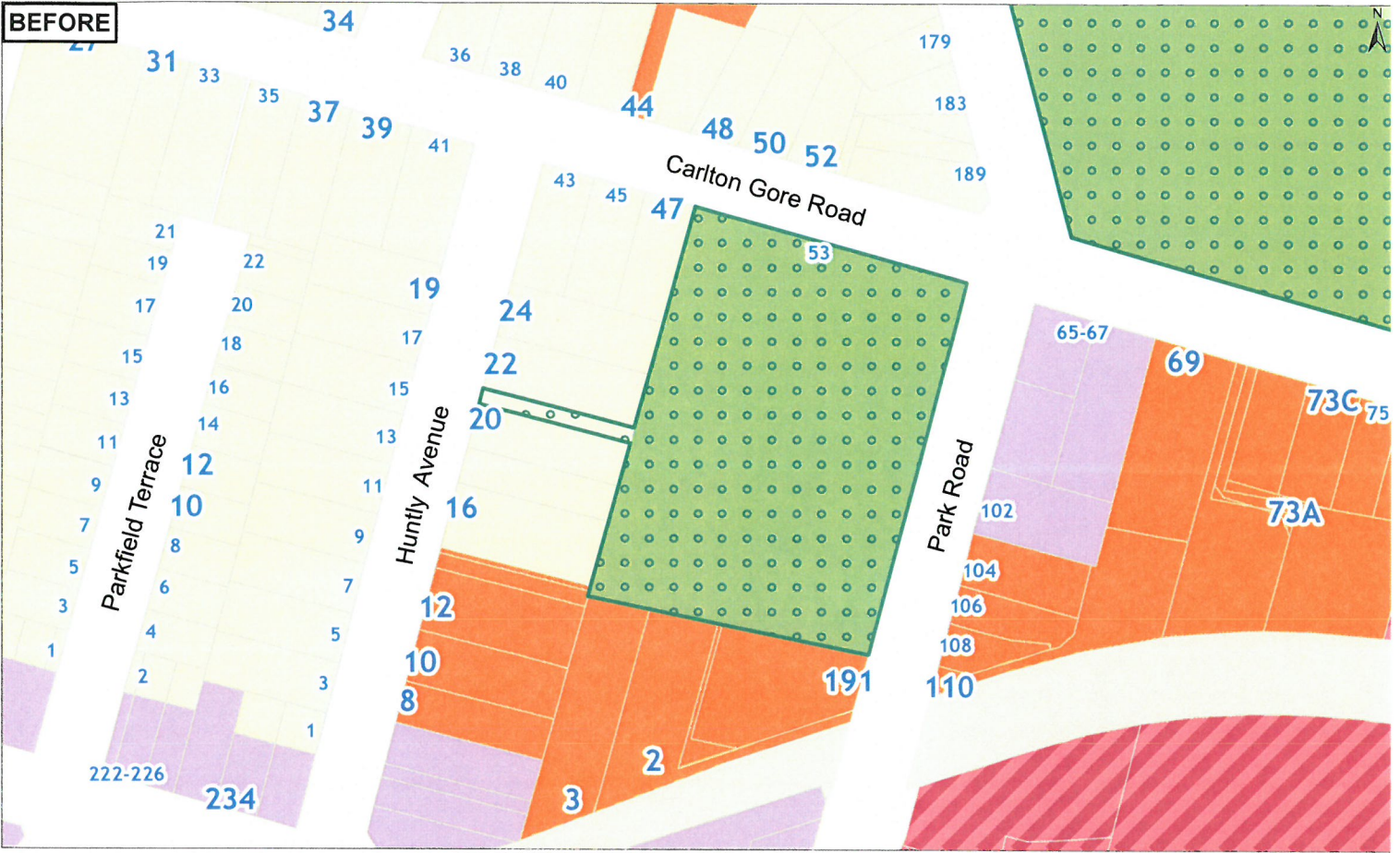
Total Area - 801 m<sup>2</sup>

DP 2098

Ed Hewitt Exd. WK



**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: 15/03/2018

## Outstanding Natural Features Overlay amended at 3/20 Huntly Avenue, Grafton



Plans and Places



## Memorandum

**To:** Phill Reid - Auckland – wide Manager

**From:** Tony Reidy – Team Leader – Auckland – Wide Planning

**Date:** 7 December 2017

**Subject:** Plan Modification: Clause 20A Amendment to the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).  
 Part of 153A Waipuna Road, Panmure – Rezone from Open Space to Residential Mixed Housing Suburban zone


Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Planning map for 153A Waipuna Road, Panmure
<b>Subject Site (if applicable)</b>	153A Waipuna Road, Panmure
<b>Legal Description (if applicable)</b>	Lot 3 DP 195797
<b>Nature of Change</b>	<p>This change corrects an error. The entirety of 153A Waipuna Road is privately owned by GD &amp; KJ Thomas &amp; JA Carr and is used for residential purposes (in conjunction with 153 Waipuna Road). An open space zone on part of the site is inconsistent with the ownership (i.e. private land) and the existing land use.</p> <p>A previous Clause 16 amendment was prepared and approved on 12 September 2016 to correct an error associated with the zoning of 153 Waipuna Road. Part of 153A Waipuna Road, the triangular piece of land on the attached map, should have also been included in the rezoning but was omitted.</p>
<b>Effect of Change</b>	Rezones part of 153A Waipuna Road from Open Space Informal Recreation to Residential – Mixed Housing Suburban zone.
<b>Changes required to be made</b>	Rezone part of 153A Waipuna Road from Open Space Informal Recreation to Residential – Mixed Housing Suburban zone.

**Prepared by: Tony Reidy**

Team Leader – Auckland – wide Planning

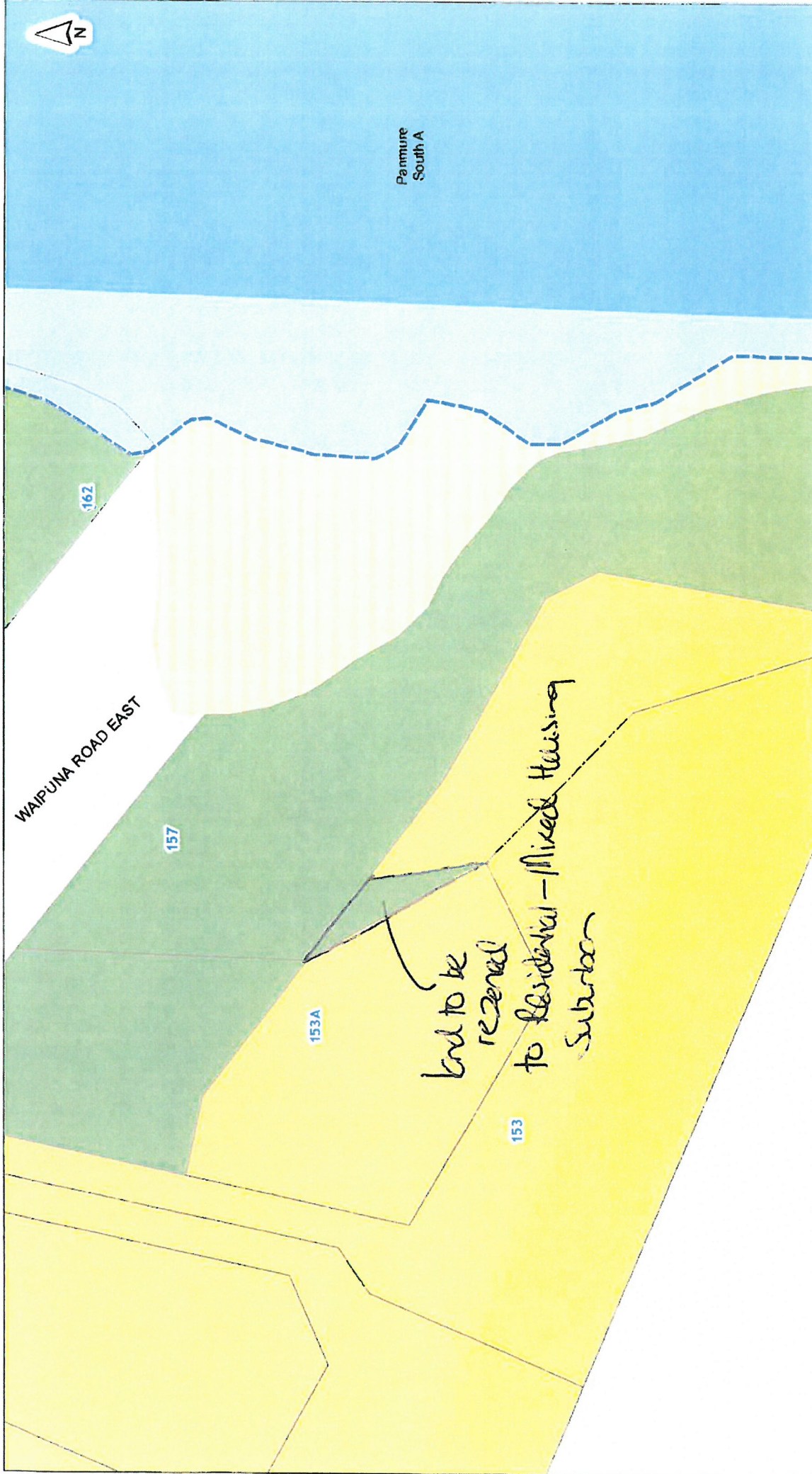
Signature: 

**Approved by: Phill Reid**

Auckland – wide Planning Manager

Signature: 





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**Zones and Rural Urban Boundary  
 153A Waipuna Road, Panmure**

Scale @ A4  
 = 1:5000  
 Date Printed:  
 6/12/2017





**BEFORE**



**AFTER**



0 4 8 16 Metres

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Date: 15/03/2018

**Zone change from Open Space Recreation to Mixed Housing Suburban (153A Waipuna Road)**



Plans and Places



## Memorandum

**To:** Phill Reid - Auckland – wide Planning Manager

**From:** Tony Reidy – Team Leader – Auckland-wide Planning

**Date:** 16 January 2017

**Subject:** Plan Modification: Clause 20A Amendment to the Auckland Unitary Plan Operative in Part (AUP (OP), 15 November 2016).  
57 Boyce Avenue, Mount Roskill, Auckland 1041 – Change of zone (from ‘Open Space – Informal Recreation Zone’ to ‘Residential – Mixed Housing Suburban’)

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	Planning map for 57 Boyce Avenue, Mount Roskill, Auckland 1041
<b>Subject Site (if applicable)</b>	57 Boyce Avenue, Mount Roskill, Auckland 1041
<b>Legal Description (if applicable)</b>	Lot 61 DP 42011
<b>Nature of Change</b>	<p>57 Boyce Avenue, Mount Roskill, Auckland 1041 has been zoned ‘Open Space – Informal Recreation Zone’ in error.</p> <p><u>History of error</u> 57 Boyce Avenue was zoned Residential 5 under the operative Auckland City – Isthmus Section 1999 district plan. Under the Proposed Auckland Unitary Plan, the site was zoned Residential – Single House.</p> <p>GIS records show the open space zoning was introduced in the CASE Team version of the plan, submitted for consideration by the Independent Hearings Panel. However, there are no instructions asking for the open space zoning change.</p> <p>Under the AUP (OP) the wider neighbourhood, including all adjoining sites, are zoned Residential – Mixed Housing Suburban. However, 57 Boyce Avenue was zoned Open Space – Informal Recreation.</p>

<b>Effect of Change</b>	<p>This will change the zone for 57 Boyce Avenue, Mount Roskill, Auckland 1041.</p> <p>This site is a privately-owned (fee-simple) residential property that is not suitable for an open space zoning. Council records date the dwelling onsite to 1955.</p>
<b>Changes required to be made</b>	<p>Change of zone for 57 Boyce Avenue, Mount Roskill, Auckland 1041. The zone needs to change from 'Open Space – Informal Recreation Zone' to 'Residential – Mixed Housing Suburban'.</p>

**Prepared by: Tony Reidy**

Team Leader – Auckland-wide Planning

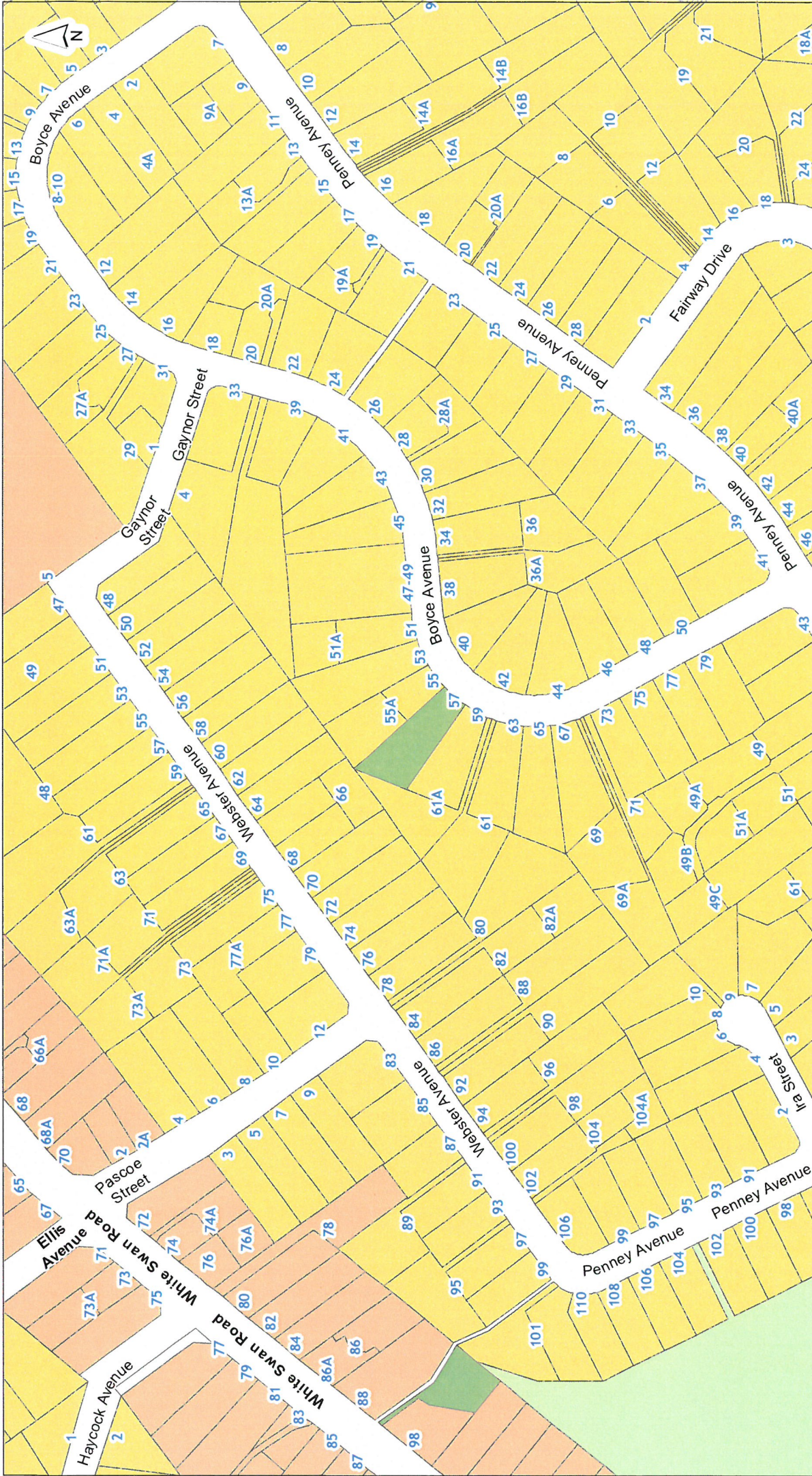
Signature: 

**Approved by: Phill Reid**

Auckland-wide Planning Manager

Signature: 





0 10 20 30  
Meters

Scale @ A4  
= 1:2,500

Date Printed:  
19/01/2018

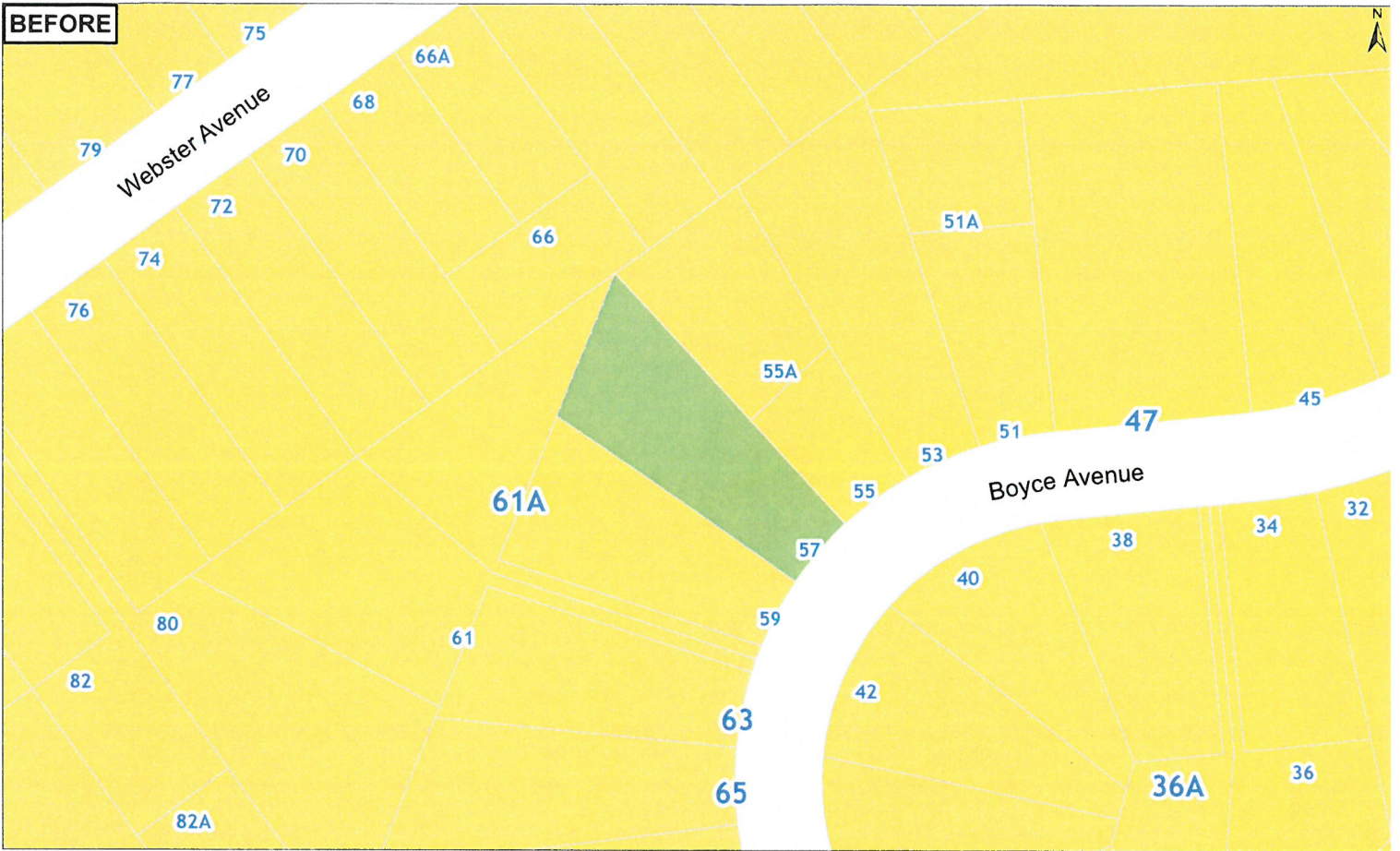
## Zones and Rural Urban Boundary 57 Boyce Ave, Mt Roskill

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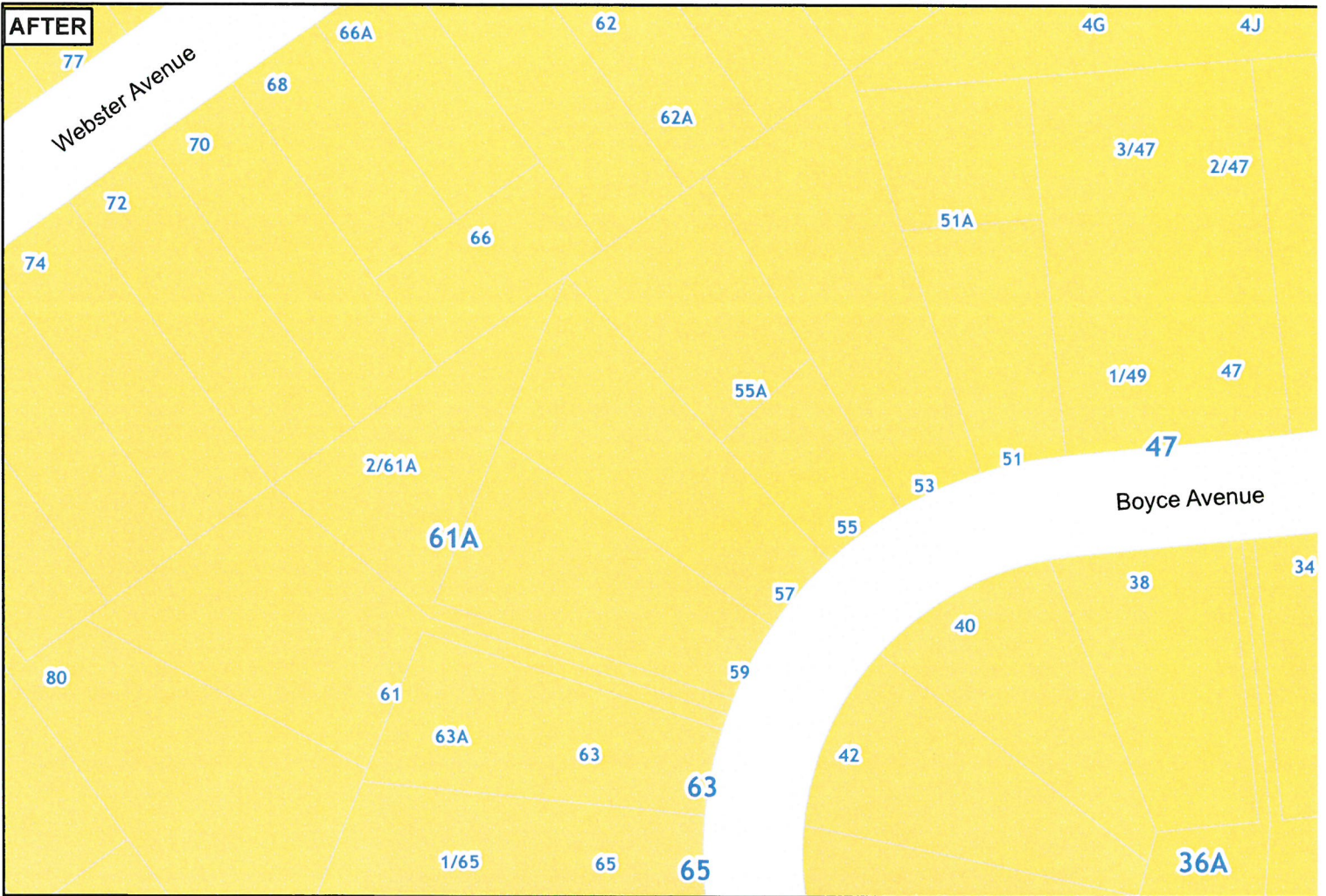




**BEFORE**



**AFTER**



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Date: 15/03/2018

**Zone change from Open Space Recreation  
to Mixed Housing Suburban  
(57 Boyce Avenue, Mt Roskill)**



Plans and Places



# Memo

Date 21 February 2018

To: Phill Reid, Auckland-wide Manager  
From: Bronnie Styles, Planning Technician Auckland-wide

Subject: **Plan Modification: Clause 20A Amendment to GIS Viewer of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	GIS Viewer – Designation layer
<b>Subject Site (if applicable)</b>	New Lynn Police Station, 3092 Great North Road, New Lynn
<b>Legal Description (if applicable)</b>	Lot 1 DP180632
<b>Nature of change</b>	<p>A mapping amendment is required to correct the designation boundary of the New Lynn Police Station in the Operative in Part version.</p> <p><b>Discussion</b> The boundary error was identified through the IHP Recommendation process but was not corrected at the time. The correction is now being carried out.</p>
<b>Effect of change</b>	This correction is of a minor nature and is required as per the IHP Recommendation and the Ministry of Police's decision. This amendment does not change the intent of the provisions.
<b>Changes required to be made</b>	Amend the spatial content of the GIS Viewer below in the Operative in Part version to include the entire boundary of 3092 Great North Road, New Lynn as per the attached decision by the Minister of Police dated 13.9.2016.





Prepared by:

Approved by:

*Ph.M. Reid*

Signature:

Signature:

*[Handwritten Signature]*

*[Handwritten Signature]*

# **Decision on a roll over Notice of a Designation by the Minister of Police**

## **Proposed Auckland Unitary Plan**

In accordance with Resource Management Act 1991 ("RMA") and the Local Government (Auckland Transitional Provisions) Act 2010

### **1. Introduction**

- 1.1 The Minister for Police, the Hon Judith Collins has received the recommendation of the Auckland Council regarding her notice to roll over a designation for a public work, being the ongoing operation and management of police stations and facilities across the Auckland region. Auckland Council's recommendation follows recommendations by the Auckland Unitary Plan Independent Hearings Panel.

### **2. The sites to which the requirements applies is as follows**

- 2.1 The sites to which the requirement applies are detailed within the schedule obtained in Attachment 1 to this notice:
- 5709 - New Lynn Police Station;

### **3. Minister's Decision**

- 3.1 The Minister **rejects in part** Auckland Council's recommendation to confirm the designation. This pertains to the area of the Police Station to be designated.

### **4. The Reasons for this decision**

- 4.1 The designation is reasonably necessary for achieving the Minister's objectives because they will authorise the ongoing operation and management of existing Police facilities, protects these sites for those purposes and identifies them as public works. Secondly the designation is consistent with Part 2 (Purposes and Principles) of the Resource Management Act.
- 4.2 However the Auckland Unitary Plan Decisions Version incorrectly shows the area of the Police Station to be designated and does not reflect the recommendations of the Independent Hearings Panel.
- 4.3 The area to be included in the designation is provided in Attachment 1.



Andrew MacArthur  
National Manager Infrastructure  
Resource Management Group  
New Zealand Police

*(Acting under delegated authority from the Minister of Police)*

Date: 13.9.16

*Address for Service:*  
Justine Bray  
Partner – Opus international Consultants  
Justine.Bray@opus.co.nz  
T: 0274 736 440



## Attachment 1: 5709 – New Lynn Police Station

Designation	5709
Requiring Authority	Minister of Police
Location	3092 Great North Road, New Lynn
Purpose	The public work authorised by the designation is the construction, undertaking, establishment, management, operation, alteration and maintenance of a policing facility and every use of the land for police and ancillary purposes as detailed in the Policing Act 2008 and subsequent updates.

### Conditions

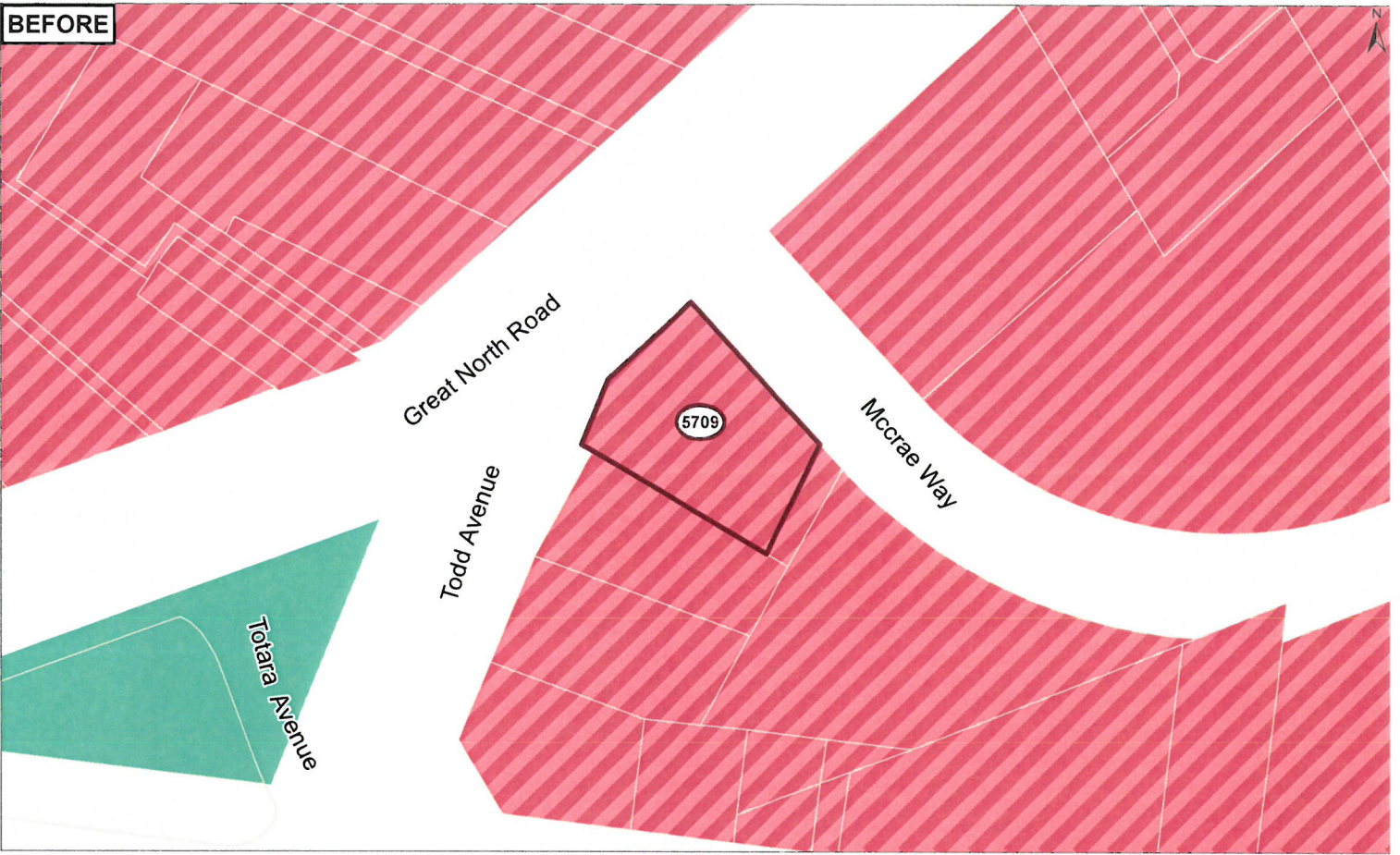
1. Work which affects the exterior of the New Lynn Police Station building, described in the heritage schedule as 00198, shall be limited to repairs, maintenance and works such as security lighting, alarms and cameras which are required for security purposes. Such work shall be carried out without an outline plan of works.

### Designation Plan

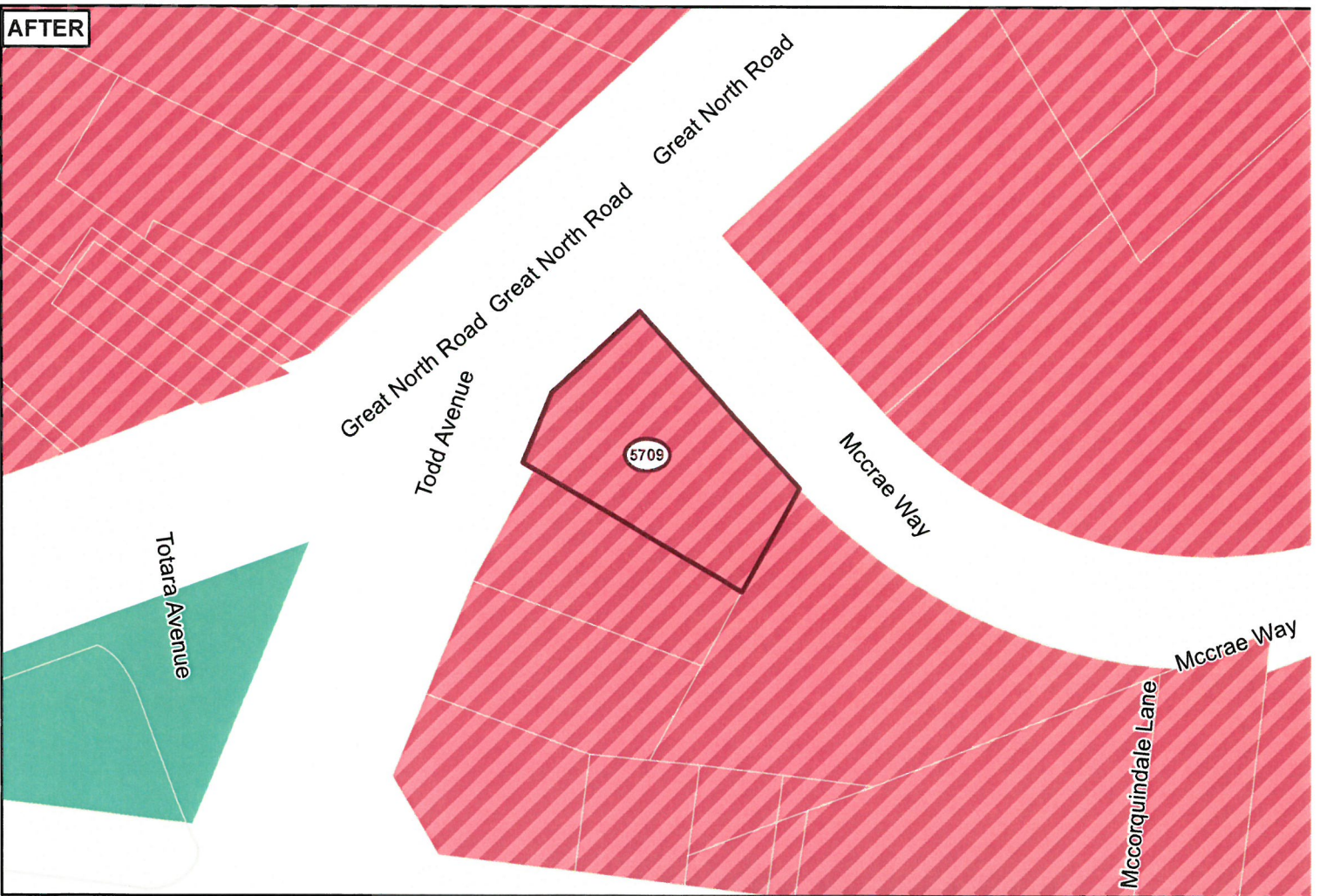




**BEFORE**



**AFTER**



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Date: 15/03/2018

## Designation 5709 amended



Plans and Places



# Memo

18 January 2018

To: Phill Reid, Auckland-wide Manager  
From: Emma Rush, Principal Special Projects, Heritage Unit

Subject: **Plan Modification: Clause 20A Amendment to Chapter B5 Built heritage and character, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

<b>Rule or Section of Unitary Plan</b>	<b>B5 Built heritage and character</b>
<b>Subject Site (if applicable)</b>	n/a
<b>Legal Description (if applicable)</b>	n/a
<b>Nature of change</b>	<p>Two amendments are proposed to B5 Regional Policy Statement – Built heritage and character, for accuracy and consistency with the rest of the Auckland Unitary Plan (AUP).</p> <p><b>1. Amendments to Policies B5.2.2(1), B5.2.2(2) and B5.2.2(3) to change the word 'factor' to 'criteria'</b> The RPS contains policies that relate to the identification and evaluation of significant historic heritage places. In the PAUP, these policies used the term 'values'. Amendments made during hearings on the PAUP included the term 'values' being changed to 'factors' by the Independent Hearings Panel. No reasoning was provided for this change. It is recommended that 'factor' is amended to 'criteria', which more accurately and appropriately aligns with the Council's methodology for evaluating historic heritage places.</p> <p><b>2. An amendment to Policy B5.2.2(5) to remove the reference to Category A and A* places</b> The PAUP as notified identified the primary feature(s) of Category A and A* historic heritage places. The primary feature(s) of Category B places were not identified in the PAUP. During the PAUP hearings, it was recommended that the primary features of Category B places also be identified in the plan. This recommendation was accepted by the Council and the rules relating to the Historic Heritage Overlay were amended to reflect this. However, Policy B5.2.2 (5), which requires the primary feature(s) of a historic heritage place to be identified, was not updated to reflect the change, and currently refers to Category A and A* places only.</p>



<p><b>Effect of change</b></p>	<p>The proposed amendments make the policies in B5 Built heritage and character more appropriate and consistent with the rest of the plan.</p> <p>The proposed amendment to Policies B5.2.2(1), B5.2.2(2) and B5.2.2(3) would require a corresponding change to the introduction of Schedule 14.1.</p> <p>The proposed changes do not affect any cross-referencing, or any other sections of the plan, or any mapping.</p>
<p><b>Changes required to be made</b></p>	<p>The following changes are required to be made:</p> <ol style="list-style-type: none"> <li><b>1. An amendment to B5.2.2 Policy (1):</b> <ul style="list-style-type: none"> <li>(1) Identify and evaluate a place with historic heritage value considering the following <del>factors</del> <u>criteria</u>: <ul style="list-style-type: none"> <li>...</li> </ul> </li> </ul> </li> <li><b>2. An amendment to B5.2.2 Policy (2):</b> <ul style="list-style-type: none"> <li>(2) Define the location and physical extent of a significant historic heritage place, having considered the <del>factors</del> <u>criteria</u> in Policy B5.2.2(1) to identify: <ul style="list-style-type: none"> <li>...</li> </ul> </li> </ul> </li> <li><b>3. An amendment to B5.2.2 Policy (3):</b> <ul style="list-style-type: none"> <li>(3) Include a place with historic heritage value in Schedule 14.1 Schedule of Historic Heritage if: <ul style="list-style-type: none"> <li>(a) the place has considerable or outstanding value in relation to one or more of the evaluation <del>factors</del> <u>criteria</u> in Policy B5.2.2 (1); and <ul style="list-style-type: none"> <li>....</li> </ul> </li> </ul> </li> </ul> </li> <li><b>4. An amendment to B5.2.2. Policy (5):</b> <ul style="list-style-type: none"> <li>(5) Identify the known heritage values, the primary feature or features of historic heritage value and the exclusions from protection of each historic heritage place in <del>Categories A and A*</del> in the Schedule 14.1 Schedule of Historic Heritage.</li> </ul> </li> <li><b>5. Amendment to the Introduction of Schedule 14.1</b> <p>The <del>factors</del> <u>criteria</u> in B5.2.2(1) to (5) have been used to determine the significant historic heritage places in this schedule and will be used to assess any proposed additions to it.</p> <p>The <del>factors</del> <u>criteria</u> that contribute to the heritage values of scheduled historic heritage in Schedule 14.1 are referenced with the following letters:</p> </li> </ol>



Prepared by: Emma Rush  
Principal Advisor Special  
Projects - Heritage

Signature: 

Approved by: Noel Reardon  
T4 Manager

Signature: 

## **B5. Ngā rawa hanganga tuku iho me te āhua - Built heritage and character**

### ***Ka haere te kawē rimurimu i te ara ka mako pare***

Designs by man have links with nature

#### **B5.1. Issues**

- (1) Auckland's distinctive historic heritage is integral to the region's identity and important for economic, social, and cultural well-being.
- (2) Historic heritage needs active stewardship to protect it from inappropriate subdivision, use and development.
- (3) Areas with special character should be identified so their particular values can be maintained and enhanced.


#### **B5.2. Historic heritage**

##### **B5.2.1. Objectives**

- (1) Significant historic heritage places are identified and protected from inappropriate subdivision, use and development.
- (2) Significant historic heritage places are used appropriately and their protection, management and conservation are encouraged, including retention, maintenance and adaptation.

##### **B5.2.2. Policies**

###### *Identification and evaluation of historic heritage places*

- (1) Identify and evaluate a place with historic heritage value considering the following criteria: 
  - (a) historical: the place reflects important or representative aspects of national, regional or local history, or is associated with an important event, person, group of people, or with an idea or early period of settlement within New Zealand, the region or locality;
  - (b) social: the place has a strong or special association with, or is held in high esteem by, a particular community or cultural group for its symbolic, spiritual, commemorative, traditional or other cultural value;
  - (c) Mana Whenua: the place has a strong or special association with, or is held in high esteem by, Mana Whenua for its symbolic, spiritual, commemorative, traditional or other cultural value;
  - (d) knowledge: the place has potential to provide knowledge through archaeological or other scientific or scholarly study, or to contribute to an understanding of the cultural or natural history of New Zealand, the region, or locality;



- (e) technology: the place demonstrates technical accomplishment, innovation or achievement in its structure, construction, components or use of materials;
  - (f) physical attributes: the place is a notable or representative example of:
    - (i) a type, design or style;
    - (ii) a method of construction, craftsmanship or use of materials; or
    - (iii) the work of a notable architect, designer, engineer or builder;
  - (g) aesthetic: the place is notable or distinctive for its aesthetic, visual, or landmark qualities;
  - (h) context: the place contributes to or is associated with a wider historical or cultural context, streetscape, townscape, landscape or setting.
- (2) Define the location and physical extent of a significant historic heritage place, having considered the criteria in Policy B5.2.2 (1) to identify: ✓
- (a) the area that contains the historic heritage values of the place; and
  - (b) where appropriate, any area that is relevant to an understanding of the function, meaning and relationships of the historic heritage values.
- (3) Include a place with historic heritage value in Schedule 14.1 Schedule of Historic Heritage if: ✓
- (a) the place has considerable or outstanding value in relation to one or more of the evaluation criteria in Policy B5.2.2 (1); and
  - (b) the place has considerable or outstanding overall significance to the locality or greater geographic area.
- (4) Classify significant historic heritage places in Schedule 14.1 Schedule of Historic Heritage in one of the following categories:
- (a) Category A: historic heritage places that are of outstanding significance well beyond their immediate environs;
  - (b) Category A\*: historic heritage places identified in previous district plans which are yet to be evaluated and assessed for their significance;
  - (c) Category B: historic heritage places that are of considerable significance to a locality or beyond;
  - (d) Historic heritage areas: groupings of interrelated but not necessarily contiguous historic heritage places or features that collectively meet the criteria for inclusion in Schedule 14.1 Schedule of Historic Heritage in Category A or B and may include both contributing and non-contributing places or features, places individually scheduled as Category A or B, and notable trees.

- (5) Identify the known heritage values, the primary feature or features of historic heritage value and the exclusions from protection of each historic heritage place in the Schedule 14.1 Schedule of Historic Heritage.

*Protection of scheduled significant historic heritage places*

- (6) Avoid significant adverse effects on the primary features of significant historic heritage places which have outstanding significance well beyond their immediate environs including:
- (a) the total or substantial demolition or destruction of any of the primary features of such places;
  - (b) the relocation or removal of any of the primary features of such places away from their original site and context.
- (7) Avoid where practicable significant adverse effects on significant historic heritage places. Where significant adverse effects cannot be avoided, they should be remedied or mitigated so that they no longer constitute a significant adverse effect.
- (8) Encourage new development to have regard to the protection and conservation of the historic heritage values of any adjacent significant historic heritage places.

*Use of significant historic heritage places*

- (9) Provide for the occupation, use, seismic strengthening, development, restoration and adaptation of significant historic heritage places, where this will support the retention of, and will not detract from, the historic heritage values of the place.

### **B5.3. Special character**

#### **B5.3.1. Objectives**

[ENV-2016-AKL-000243: K Vernon]

[ENV-2016-AKL-000238: Housing New Zealand Corporation]

- (1) Historic heritage values of identified special character areas are protected from inappropriate subdivision, use and development.
- (2) The character and amenity values of identified special character areas are maintained and enhanced.

#### **B5.3.2. Policies**

[ENV-2016-AKL-000243: K Vernon]

- (1) Identify special character areas to maintain and enhance places that reflect patterns of settlement, development, building style and/or streetscape quality over time.
- (2) Identify and evaluate special character areas considering the following factors:
  - (a) physical and visual qualities: groups of buildings, or the area, collectively reflect important or representative aspects of architecture or design (historical building types or styles), and/or landscape or streetscape and urban patterns, or are distinctive for their aesthetic quality; and

## Schedule 14.1 Schedule of Historic Heritage

[rcp/dp]

[The regional coastal plan [rcp] provisions (for activities or resources in the coastal marine area) are not operative until the Minister of Conservation has formally approved the regional coastal plan part of the Auckland Unitary Plan.]

### Introduction

The criteria in B5.2.2(1) to (5) have been used to determine the significant historic heritage places in this schedule and will be used to assess any proposed additions to it. ✓

The criteria that contribute to the heritage values of scheduled historic heritage in Schedule 14.1 are referenced with the following letters: ✓

A: historical

B: social

C: Mana Whenua

D: knowledge

E: technology

F: physical attributes

G: aesthetic

H: context.

### Information relating to Schedule 14.1

Schedule 14.1 includes for each scheduled historic heritage place;

- an identification reference (also shown on the Plan maps)
- a description of a scheduled place
- a verified location and legal description and the following information:

#### Reference to Archaeological Site Recording

Schedule 14.1 includes in the place name or description a reference to the site number in the New Zealand Archaeological Association Site Recording Scheme for some places, for example R10\_709.

#### Categories of scheduled historic heritage places

Schedule 14.1 identifies the category of significance for historic heritage places, namely:

- (a) outstanding significance well beyond their immediate environs (Category A and A\*); or
- (b) considerable significance to a locality or greater geographic area (Category B).



# Memo

18 January 2018

To: Phill Reid, Auckland-wide Manager  
From: Emma Rush, Principal Special Projects, Heritage Unit

Subject: **Plan Modification: Clause 20A Amendment to Chapter D17 Historic Heritage Overlay, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

<b>Rule or Section of Unitary Plan</b>	D17 Historic Heritage Overlay
<b>Subject Site (if applicable)</b>	n/a
<b>Legal Description (if applicable)</b>	n/a
<b>Nature of change</b>	Three amendments are proposed to D17 Historic Heritage Overlay to correct typographical errors.
<b>Effect of change</b>	The proposed changes correct minor errors in Chapter D17. The proposed changes do not affect cross-referencing, other sections of the plan, overlays, or mapping.
<b>Changes required to be made</b>	See Attachment 1.

Prepared by: Emma Rush  
Principal Advisor Special  
Projects – Heritage

Approved by: Noel Reardon  
T4 Manager

Signature:



Signature:



**Attachment 1 – Changes proposed to D17 Historic Heritage Overlay**

Chapter section	Page number	Amendment(s) required
D17.1 Background	Page 2	<p>There is a word missing in the first paragraph under the heading 'Archaeological sites or features'. It should be corrected as follows:</p> <p>Scheduled historic heritage places that are archaeological sites, or <u>include</u> archaeological sites or features that contribute to the significance of a scheduled place, are identified in Schedule 14.1 Schedule of Historic Heritage.</p>
Table D17.4.1 Activity table	Page 11	<p>The typographical errors in rules (A1) and (A2) in the table need to be corrected, as follows:</p> <p>(A1) Demolition or destruction of 70% <del>ent</del> or more by volume or footprint (whichever is the greater) of any feature</p> <p>(A2) Demolition or destruction of 30% <del>ent</del> or more, but less than 70%, by volume or footprint (whichever is the greater) of any feature</p>

summarises the heritage values of each Historic Heritage Area and the relative importance of the values.

*Primary features and non-primary features of Category A, A\* and B places*

The primary features of Category A, A\* and B places form the fundamental basis for scheduling a historic heritage place. The primary features of historic heritage places are identified in Schedule 14.1 Schedule of Historic Heritage, and for some places in Schedule 14.3 Historic Heritage Place maps.

Not all primary features of Category B places have been identified. Until such time as the primary features of Category B places are identified, all features within the extent of place of a Category B place will be considered a primary feature for the purposes of implementing the rules in this chapter.

Non-primary features are features which are not specifically identified as either a primary feature or a feature in the exclusions column in Schedule 14.1 Schedule of Historic Heritage or as identified in Schedule 14.3 Historic Heritage Place maps.

*Extent of place of scheduled historic heritage places*

Most scheduled historic heritage places include an identified area around a heritage feature; referred to as the 'extent of place'.

The extent of place comprises the area that is integral to the function, meaning and relationships of the place and illustrates the historic heritage values identified for the place. The provisions relating to a historic heritage place apply within the area mapped as the extent of place on the Plan maps, including the airspace.

Schedule 14.3 Historic Heritage Place maps clarifies the extent of place that applies to some historic heritage places.

*Exclusions*

Some scheduled historic heritage places have listed exclusions in Schedule 14.1 Schedule of Historic Heritage, for example the interiors of buildings or ancillary buildings. Features listed as exclusions do not contribute to, or may detract from the values for which the historic heritage place has been scheduled.

Schedule 14.3 Historic Heritage Place maps clarifies the exclusions that applies to some historic heritage places.

*Archaeological sites or features*

Scheduled historic heritage places that are archaeological sites, or include archaeological sites or features that contribute to the significance of a scheduled place, are identified in Schedule 14.1 Schedule of Historic Heritage. The proportion of archaeological sites within Auckland that are identified in Schedule 14.1 Schedule of Historic Heritage is low.

Archaeological sites are subject to additional rules to manage activities that have the potential to adversely affect archaeological values, such as land disturbance, or disturbance of the foreshore or seabed. The accidental discovery rule in E12 Land



D17 Historic Heritage Overlay

<b>Development</b>							
<b>Demolition or destruction</b>							
(A1)	Demolition or destruction of 70% or more by volume or footprint (whichever is the greater) of any feature	Pr	NC	NC	D	D	P - where the feature is fre standing C - where th feature is connected to scheduled feature
(A2)	Demolition or destruction of 30% or more, but less than 70%, by volume or footprint (whichever is the greater) of any feature	NC	NC	NC	D	D	P - where the feature is fre standing C - where th feature is connected to scheduled feature
For the purpose of applying rule D17.4.1(A1) and (A2) to Oakley Hospital Main Building (ID 1339) the map in Schedule 14.3 Historic Heritage Place maps identifies the footprint for the area of the building that comprises the primary feature							
<b>Relocation</b>							
(A3)	Relocation of features (including buildings or structures) within the scheduled extent of place	NC	NC	D	D	RD	C
(A4)	Relocation of features (including buildings or structures) beyond the scheduled extent of place	Pr	NC	D	D	RD	P - where the feature is fre standing C - where th feature is connected to scheduled feature
(A5)	Temporary relocation of features (including buildings or structures) beyond the scheduled extent of place	NC	NC	D	D	RD	P
<b>Maintenance and repair</b>							
(A6)	Maintenance and repair of features including buildings and structures	P	P	P	P	P	P

PC 4  
s86B (3)  
Immediate  
legal effect  
(See  
modifications)



19 January 2017

# Memo

To: Phill Reid, Auckland-wide Manager  
 From: Megan Patrick, Principal Special Projects, Heritage Unit

Subject: **Plan Modification: Clause 20A Amendment to Chapter L: Schedule 14.1: Schedule of Historic Heritage, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

<b>Rule or Section of Unitary Plan</b>	<b>Schedule 14.1 – Schedule of Historic Heritage</b>
<b>Subject Site (if applicable)</b>	Various, as attached
<b>Legal Description (if applicable)</b>	Various, as attached
<b>Nature of change</b>	<p>Two groups of amendments are proposed to Schedule 14.1.</p> <ol style="list-style-type: none"> <li><b>1. Amendments to the schedule format</b> <ol style="list-style-type: none"> <li>a) Addition of column headings to each page;</li> <li>b) Consistency in the headings for table 1 and 2;</li> <li>c) Insertion of page numbers; and</li> <li>d) Reformatting pages to ensure they contain an appropriate number of entries.</li> </ol> </li> <li><b>2. Amendments to 18 places identified within the schedule</b> <ol style="list-style-type: none"> <li>a) Verified location – to match the mapped extent of place and/or Council's property system;</li> <li>b) Verified legal description – to match the mapped extent of place and/or Council's property system;</li> <li>c) Exclusions – deletion where the exclusion does not exist;</li> <li>d) Place name and/or description – to be more historically correct; and</li> <li>e) Extent of place – addition of "Refer to planning maps" to column.</li> </ol> </li> </ol>
<b>Effect of change</b>	<p>The changes have no effect on cross-referencing or on other sections of the plan, including the mapping.</p> <p>A change is required to the information text within the map for ID01179, as the name of a place has been amended.</p>

<b>Changes required to be made</b>	Please see attached tables for the track changes required. The boxes subject to amendments are highlighted.

**Prepared by:** Megan Patrick  
Planner

**Approved by:** Noel Reardon  
T4 Manager

**Signature:** 

**Signature:** 



Table 1: Historic Heritage Places

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
00057	Wheeler Stream stringer dam	Waikare Ranges Regional Park, Wheeler Stream (also known as 131 Anawhata Road), Anawhata, Bethells Beach	LOT 1 ALLOT 8 SO 23502-ALLOT 153 SO 41641 WAITAKERE	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00058	Wainamu Stream stringer dam	Waikare Ranges Regional Park, Wainamu Stream (also known as 670A Scenic Drive, Swanson), Bethells Beach	LOT 1 ALLOT 8 SO 23502	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00106	Residence	8, 49 Kellys Road, Oratia	PT LOT 13 DP 10987	B		F	Refer to planning maps	Interior of building(s)		
00652	Pukekiriwi: Pa R12_4	94R Red Hill Redhill Road, Papakura	PART ALLOT 104 SBSC SBRR SEC 1 PARISH OF OPAHEKE	B		A,C,D	Refer to planning maps		Yes	Yes
01179	AMC Building (former) Residence	86 Calliope Road, Stanley Point	PT LOT 18 DP 176: PT LOT 17 DP 176: road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01181	Residence	115 Calliope Road, Stanley Point	Pl Lot 77 DP 1055	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01354	Flat Bush School House (former)/Murphy Homestead	Murphys Bush Reserve, 157R Flat Bush School Road and 160R Murphys Road, Flat Bush East Tamaki	LOT 500 DP 452465; PART LOT 1 DP 69592	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		

✓ ✓ ✓ ✓ ✓ ✓ ✓

01411	Pannure Swing Bridge site, including abutments and swivel section R11_1708	Dayspring Way Esplanade Reserve, 26R and 28R, Kerwill Place and 2R Pakuranga Road, Pakuranga	SEC Section 3 SO 66069; SEC Section 1 SO 66069; road reserve; CMA	B		A,B,E,F	Refer to planning maps	Yes	
01801	Shop and residence	78-86 Ponsonby Road (also known as 86 Ponsonby Road), Ponsonby	LOT 12 SEC 27 SUBURBS AUCKLAND DP 242; road reserve	B		F,H	Refer to planning maps		Interior of building(s)
01829	Renall Street Houses	1, 3, 5, 7, 9, 11, 13, 15, and 17 and 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, and 24 Renall Street, Freemans Bay Ponsonby	LOT 30 ALLOT 19 SEC 8 SUBURBS SBRS-QF AUCKLAND: LOT 31 ALLOT 19 SEC 8 SUBURBS SBRS-QF AUCKLAND: LOT 32 DP 533DEEDS-BLUE K; LOT 33 ALLOT 19 SEC 8 SUBURBS AUCKLAND DEEDS BLUE K; PT PART ALLOT 19 SEC 8 SUBURBS SBRS-QF AUCKLAND: LOT 35 DP 10653; LOT 36 DP 10653; PART LOT 37 DP 10653; LOT 38 DP 13648; LOT 39 DP 13648; LOT 40 DP 13648 2683; LOT 41 DP 13648 ALLOT 19 SEC 8 SBRS-QF AUCKLAND-PART ALLOT 19 SEC 8 SBRS-QF AUCKLAND: LOT 23 DP 96; LOT 24 DP 96; LOT 25 DP 96; LOT 26 DP 96; LOT 27 DP 96; LOT 28 DP 96; LOT 29 DP 96; LOT 1 DP 189335; PT PART LOT 21 DP 96; PT PART LOT 22 DP 96; LOT 1 DP 42808; road reserve	A	Residences	A,F,G,H	Refer to planning maps		

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01353	Stables	59 Alexander Crescent, Otara	LOT 1 DP 175327	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01354	Flat Bush School House (former)/Murphy Homestead	Murphys Bush Reserve, 157R Flat Bush School Road and 160R Murphys Road, Flat Bush	LOT 500 DP 452465; PART LOT 1 DP 69592	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01355	Cryers Road stone walls	163 Chapel Road, Barry Curtis Park, Flat Bush	LOT 1 DP 370733	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01356	All Saints Church and graveyard	9 Selwyn Road, Howick	PART ALLOT 1 SEC 7 SM FMS NEAR HOWICK	A*	Church, graveyard	A,B,F,H	Refer to planning maps			
01358	St Andrew's Presbyterian Church and graveyard	7 Vincent Street, Howick	ALLOT 129 VILL OF HOWICK; ALLOT 130 VILL OF HOWICK	A*	Church, graveyard	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01360	Hawthorn Dene	Hawthorndene Grounds, 280 Botany Road, Howick	LOT 3 DP 166980	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01361	Keppoch Lodge and well	1 Tanglewood Place, Howick	LOT 1 DP 65426	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01363	Shamrock Cottage and well	73R Selwyn Road, Howick	LOT 1 DP 52025	A*	Cottage	A,F,G	Refer to planning maps	Interior of building(s)		
01365	Pillboxes	Howick Beach, 110R Beach Road and 1/1 Marine Parade, Mellons Bay (two pillboxes – north and south ends of the beach)		A*	Pillboxes	A,H	Refer to planning maps			
01366	Howick Wharf site	Howick Beach, 110R Beach Road, Mellons Bay and 4R Granger Road, Howick	ALLOT 63 SEC 2 TN OF HOWICK; LOT 1 DP 26997; LOT 2 DP 26997; LOT 3 DP 26997; ALLOT 5 SEC 6 TN OF HOWICK; ALLOT 6 SEC 6 TN OF HOWICK; ALLOT 7 SEC 6 TN OF HOWICK; road reserve; CMA	A*	Wharf, steps, wall remnants	A,D	Refer to planning maps		Yes	
01367	Pillbox	181R Mellons Bay Road and 16 Page Point Road, Mellons Bay		A*	Pillbox	A,H	Refer to planning maps			



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Table 2: Historic Heritage Areas

ID	Area Name and/or Descriptio	Verified Location	Heritage Values	Extent of Place	Exclusions	Additional Controls for Archaeologic al Sites or	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
02511	Princes Street Historic Heritage Area	Refer to planning maps: area is bounded by Kitchener Street, Bankside Street, Emily Place, Princes Street, Waterloo Quadrant, Parliament Street, Arzac Avenue, Constitution Hill, Church Hill Street, Allen Road, and Welsley Street East, Auckland Central	A,B,C,D,E,F,G	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place	Yes	Yes	Refer to Schedule 14.2.10	Refer to Schedule 14.2.10: stand-alone accessory buildings or garages built after 1940; tower behind ID 02002 (Grand Hotel former) (facade), 9 Princes Street); University of Auckland Equity Office, situated to rear of ID 02009 (Old Arts Block, 22 Princes Street)
02512	Renall Street Historic Heritage Area	Refer to planning maps: Renall Street, Ponsonby	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.11	Refer to Schedule 14.2.11: stand-alone accessory buildings or garages built after 1940
02513	Burnley Terrace and King Edward Street Historic Heritage Area	Refer to planning maps: area includes Burnley Terrace and part of King Edward Street, Mt Eden	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.2	Refer to Schedule 14.2.2: stand-alone accessory buildings or garages built after 1940
02514	Monte Cecilia Park Historic Heritage Area	Refer to planning maps: Monte Cecilia Park, Hillsborough, bounded by Hillsborough Road and Korma Road to the west and east, and Mt Albert Road and Herd Road to the north and south	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.7	Refer to Schedule 14.2.7
02515	Herne Bay Road Historic Heritage Area	Refer to planning maps: area includes part of Herne Bay Road, Herne Bay	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.5	Refer to Schedule 14.2.5: stand-alone accessory buildings or garages built after 1940
02516	Ardmore Road, Wanganui Avenue, Albany Road and Trinity Street Historic Heritage Area	Refer to planning maps: area includes Ardmore Road, Wanganui Avenue, Albany Road, and part of Trinity Street, Herne Bay	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.1	Refer to Schedule 14.2.1: stand-alone accessory buildings or garages built after 1940
02517	Elgin Street Historic Heritage Area	Refer to planning maps: includes part of Elgin Street, Grey Lynn	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.4	Refer to Schedule 14.2.4: stand-alone accessory buildings or garages built after 1940
02518	Cooper Street Historic Heritage Area	Refer to planning maps: Cooper Street, Arch Hill	A,B,F,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.3	Refer to Schedule 14.2.3: stand-alone accessory buildings or garages built after 1940
02562	Part of Renown Estate Subdivision Historic Heritage Area	Refer to planning maps: area includes parts of Marsden Avenue, Kingsford Road and Thorley Street, Balmoral	A,F,G,H	Refer to planning maps	Interiors of all buildings contained within the extent of place unless otherwise identified in another scheduled historic heritage place			Refer to Schedule 14.2.9	Refer to Schedule 14.2.9: stand-alone accessory buildings or garages built after 1940 on contributing sites; all buildings on non-contributing sites

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00040	Residence	2 Fowey Avenue, Te Atatu South	LOT 1 DP 48414	B		A,F,G	Refer to planning maps		
00041	Holy Family Catholic Church	92 Taikata Road, Te Atatu	Pt Lot 23 DEEDS Whau 14; road reserve	B		A,B,F,G	Refer to planning maps	Interior of building(s); driveway areas	
00042	Post Office and Fire Station (former)	57 Ferry Parade, Herald Island	LOT 215 DP 31409	B		A,F	Refer to planning maps	Interior of building(s)	
00043	Residence	12 Rewarewa Road, Te Atatu Peninsula	LOT 5 DP 50426	B		A,F	Refer to planning maps	Interior of building(s)	
00044	Residence	46 Rewarewa Road, Te Atatu Peninsula	LOT 12 DP 59518	B		F	Refer to planning maps	Interior of building(s)	
00045	Residence	17 Aytton Street, Te Atatu South	LOT 8 DP 47729	B		A,F	Refer to planning maps	Interior of building(s)	
00046	Commercial building	52 Ferry Parade, Herald Island	LOT 125 DP 31409; road reserve	B		A	Refer to planning maps	Interior of building(s)	
00047	First Methodist Church	2 Taikata Road, Te Atatu Peninsula	PART ALLOT 4 PSH OF WAIPAREIRA; road reserve	B		A,B,F	Refer to planning maps	Interior of building(s)	
00048	Residence	5 Bridge Avenue, Te Atatu South	LOT 1 DP 40492	B		F,G	Refer to planning maps	Interior of building(s)	
00049	Residence	20 Tirimoana Road, Te Atatu South	LOT 4 DP 401231	B		A,F	Refer to planning maps	Interior of building(s)	
00050	Residence	62 Ferry Parade, Herald Island	LOT 142 DP 31409	B		F	Refer to planning maps	Interior of building(s)	
00051	Massey Post Office (former)	399 Don Buck Road, Massey	SEC 1 SO 68814; LOT 1 DP 211902; LOT 3 DP 211902; road reserve	B		A,B,G,H	Refer to planning maps	Interior of building(s)	
00052	Residence	44 Royal Road, Massey	LOT 1 DP 64770	B		A	Refer to planning maps	Interior of building(s)	
00053	Residence	335 Royal Road, Massey	LOT 2 DP 178247	B		F	Refer to planning maps	Interior of building(s)	
00054	Residence	99 Glen Road, Ranui	Lot 2 DP 50806	B		A,F	Refer to planning maps	Interior of building(s)	
00055	Henderson Substation	2-12 Lincoln Park Avenue, Massey	LOT 1 DP 146083	B		A,F	Refer to planning maps	Interior of building(s)	
00056	Broadcasting Corporation of New Zealand Transmitter Station	2-12 Selwood Road, Henderson	LOT 8 DP 1034; road reserve	A*	Transmitter station	A,B,F,G	Refer to planning maps	Interior of building(s)	
00057	Wheeler Stream stringer dam	Waikare Ranges Regional Park, Wheeler Stream (also known as 131 Anawhata Road, Anawhata), Bethells Beach	ALLOT 153 SO 41641 WAITAKERE	B		A,D	Refer to planning maps		Yes



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00058	Wainamu Stream stringer dam	Waikakere Ranges Regional Park, Wainamu Stream (also known as 670A Scenic Drive, Swanson), Bethells Beach	LOT 1 ALLOT 8 SO 23502	B		A,D	Refer to planning maps	Interior of building(s)	Yes	
00059	Three-unit house	16 Clark Road, Hobsonville	Lot 2 DP 492135	A*	Residence	A,F,H	Refer to planning maps	Interior of building(s)		
00060	Residence	39 Kopiko Road, Titirangi	LOT 358 DP 25642	B		A,F	Refer to planning maps	Interior of building(s)		
00061	Residence	41 Kokipo Road, Titirangi	LOT 359 DP 25642	B		A,F	Refer to planning maps	Interior of building(s)		
00062	Residence	11 Huia Road, Titirangi	LOT 5 DP 54666	B		A,F,G	Refer to planning maps	Interior of building(s)		
00063	Church	2 Church Street, Swanson	LOT 1 DP 2503	B		A,F	Refer to planning maps	Interior of building(s)		
00064	Residence	710 Swanson Road, Swanson	LOT 7 DP 23604	B		A,F	Refer to planning maps	Interior of building(s)		
00065	Yozin Winery, including residence	678, 682, and 686 Swanson Road, Swanson	Lot 1 DP 7651; Lot 2 DP 7651; Lot 3 DP 7651; Lot 4 DP 7651; Lot 5 DP 7651	B		A,H	Refer to planning maps	Interior of building(s)		
00066	Residence	731 Swanson Road, Swanson	LOT 1 DP 122022	B		A,F	Refer to planning maps	Interior of building(s)		
00067	Residence	749 Swanson Road, Swanson	LOT 1 DP 67027	B		A,F	Refer to planning maps	Interior of building(s)		
00068	Residence	757 Swanson Road, Swanson	Lot 9 DP 16383	B		A,F	Refer to planning maps	Interior of building(s)		
00069	Lopdell House	418 Titirangi Road, Titirangi	ALLOT 740 SO 59927 WAIKOMITI; road reserve	A*	Main building	A,B,F,G	Refer to planning maps	Interior of building(s)		
00070	Titirangi Soldiers' Memorial Church	116 Park Road, Titirangi	LOT 3 DP 16793; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
00071	Residence	1 Williams Road, Hobsonville	LOT 1 DP 123769	B		A,F,G	Refer to planning maps	Interior of building(s)		
00072	Residence	2 Kohu Road, Titirangi	PT LOT 1 DP 25147	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
00073	Residence	1/12 Pooks Road, Ranui	LOT 19 DP 44258	B		A,F	Refer to planning maps	Interior of building(s)		
00074	Titirangi Treasure House	418 Titirangi Road, Titirangi	ALLOT 740 SO 59927 WAIKOMITI	B		A,F	Refer to planning maps	Interior of building(s)		
00075	Residence	147 Sturges Road, Henderson	LOT 3 DP 193533	B		A,F	Refer to planning maps	Interior of building(s)		



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868 (3)  
immediate  
30/3 effect  
See  
modification



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00094	McCahon residence	67 Oltori Bay Road, Titrangi	LOT 11 DP 17297	B		A	Refer to planning maps	Interior of building(s)		
00095	Residence	30 Millbrook Road, Henderson	LOT 2 DP 420571	B		A,F,G	Refer to planning maps	Interior of building(s)		
00096	Church (former)	7 Clarks Lane, Hobsonville	LOT 5 DP 411781	B		A,F	Refer to planning maps	Interior of building(s)		
00098	Limmer House	55 Henderson Valley Road, Henderson	LOT 2 DP 45951	B		A,F	Refer to planning maps	Interior of building(s)		
00099	Residence	4 Kukupua Road, Sunnyvale	Lot 2 DP 179561	B		A,F	Refer to planning maps	Interior of building(s)		
00100	Railway worker's residence	1/36 Newington Road, Henderson	LOT 21 DP 17318	B		A,F,G	Refer to planning maps	Interior of building(s)		
00101	Carrarvon Hospital	20 Lincoln Road, Henderson	PT LOT 5 DP 16989	B		A,F	Refer to planning maps	Interior of building(s)		
00103	Residence	9 Swanson Road, Henderson	LOT 2 DP 151433	B		F	Refer to planning maps	Interior of building(s)		
00104	Residence	51 Sturges Road, Henderson	LOT 54 DP 48012	B		A,F	Refer to planning maps	Post-1959 dwelling; interior of building(s)		
00105	Residence	5 Blacklock Avenue, Henderson	LOT 25 DP 20993	B		A,F	Refer to planning maps	Interior of building(s)		
00106	Residence	8 Kellys Road, Oratia	PT LOT 13 DP 10987	B		F	Refer to planning maps	Interior of building(s)		
00107	Residence	651 West Coast Road, Oratia	LOT 2 DP 43630	B		A,F	Refer to planning maps	Interior of building(s)		
00108	Theat's Cottage	132 Parker Road, Oratia	Lot 1 DP 167502	B		A,F	Refer to planning maps	Interior of building(s)		
00109	Endt Cottage	108 Parker Road, Oratia	LOT 2 DP 50785	B		A,F,G	Refer to planning maps	Interior of building(s)		
00110	Residence	587A West Coast Road, Oratia	LOT 2 DP 482262	B		A,F	Refer to planning maps	Interior of building(s)		
00112	St Michael's Anglican Church (former)	2 Mt Lebanon Lane, Henderson	LOT 3 DP 208135	B		A,F	Refer to planning maps	Interior of building(s)		
00113	Albion Vale and Oratia Folk Museum	527 West Coast Road, Oratia	LOT 2 DP 131742	A*	Albion Vale	A,B,F,G	Refer to planning maps	Interior of building(s)		
00114	Barn	8 Parker Road, Oratia	LOT 2 DP 39814	B		A,F	Refer to planning maps	Interior of building(s)		
00115	Clark House/Ngaroma	25 Clark Road, Hobsonville	PART ALLOT 2 PSH OF WAIPAREIRA	A*	Residence	A,B,F,G,H	Refer to planning maps	Interior of building(s)		

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00652	Pukekirihi Pa R12_4	94R Red Hill Road, Papakura	PT ALLOT 104 SBSC SEC 1 PARISH OF OPAHEKE	B		A,C,D	Refer to planning maps	Yes	Yes
00653	Settlement site R12_65	Hays Creek Esplanade Reserve, 230 Hunua Road, Drury	Lot 1 DP 161014; Lot 3 DP 161014	B		D	Refer to planning maps	Yes	Yes
00654	Midden R11_995	2/1 Great South Road, Conifer Grove	Sec 7 Blk XIV Otahuhu SD	B		D	To be defined#	Yes	Yes
00655	Orona settlement site R12_167	Orona Island (east of Pararekau Island), Manukau Harbour	Part Tidal Lands of Manukau Harbour Survey Office Plan 67474; CMA	B		D	Refer to planning maps	Yes	Yes
00657	Midden R12_191	Conifer Grove Esplanade Reserve, 9 Eliana Court, Conifer Grove	Lot 1 DP 102688	B		D	Refer to planning maps	Yes	Yes
00658	Midden R12_192	Pararekau Island, 149 Capriana Drive, Hingaita	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps	Yes	Yes
00659	Midden R12_193	Pararekau Island, 149A Capriana Drive, Hingaita	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps	Yes	Yes
00660	Midden R12_194	Pararekau Island, 149A Capriana Drive, Hingaita	LOT 1000 DP 476406	B		D	Refer to planning maps	Yes	Yes
00661	Midden R12_195	Pararekau Island, 149A Capriana Drive, Hingaita	LOT 1000 DP 476406	B		D	Refer to planning maps	Yes	Yes
00662	Midden R12_196	Pararekau Island, 149A Capriana Drive, Hingaita	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps	Yes	Yes
00663	Pit R12_197	Pararekau Island, 149A Capriana Drive, Hingaita	Allotment 44 PSH OF Papakura	B		D	Refer to planning maps	Yes	Yes
00664	Gum digger site R12_198	147 Capriana Drive, Hingaita	Allotment 46 PSH OF Papakura	B		D	Refer to planning maps	Yes	
00665	Midden R12_199	Hingaita Esplanade Reserve, 206 Oakland Road, Hingaita	Lot 14 DP 22402	B		D	Refer to planning maps	Yes	Yes
00666	Midden R12_203	50 Hayfield Way, Hingaita	Lot 4 DP 206639	B		D	Refer to planning maps	Yes	Yes
00667	Midden R12_667	265R Harbourside Drive, Hingaita	Lot 702 DP 382903	B		D	Refer to planning maps	Yes	Yes
00668	Midden R12_676	18 Pescara Point, Hingaita	Lot 128 DP 382903	B		D	Refer to planning maps	Yes	Yes



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01173	Residence	16 Beresford Street, Bayswater	Lot 133 DP 4787	B		A,F,G	Refer to planning maps	Interior of building(s)		
01174	Residence	13 Buchanan Street, Devonport	Lot 10 Allot 20A Sec 2 Parish of TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01175	Residence	18 Buchanan Street, Devonport	Lot 3 DP 30704	B		A,F,G	Refer to planning maps	Interior of building(s)		
01177	Dairy	31 Calliope Road, Devonport	LOT 1 DP 120859; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01178	Shop	1 Kiwi Road, Stanley Point	Lot 2 DP 92211; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01179	AMC Building (former)	86 Calliope Road, Stanley Point	PT LOT 18 DP 176; PT LOT 17 DP 176; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01180	Residence	126 Calliope Road, Stanley Point	LOT 1 DP 455779	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01181	Residence	115 Calliope Road, Stanley Point	Pt Lot 77 DP 1055	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01182	Residence	152A Calliope Road, Stanley Point	Pt Lot 156 DP 2312	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01183	Residence	2 Cambria Road, Devonport	Lot 1 DP 130079	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01184	Oceanside Rest Home (former)	33 Cheltenham Road, Devonport	Pt Lot 4 DP 4168; LOT 4 DP 29476; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01186	Kiosk/restaurant	35 Cheltenham Road, Devonport	LOT 1 DP 210524; PART ENDOWMENT LAND DEPOSITED PLAN 1009; CMA; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01187	Residence	28 Church Street, Devonport	PT LOT 3 DP 5246	B		A,F,H	Refer to planning maps	Interior of building(s)		
01188	Residence	64 Church Street, Devonport	LOT 4 DP 2344	B		A,F,H	Refer to planning maps	Interior of building(s)		
01189	Telephone Exchange (former)	5 Clarence Street, Devonport	LOT 1 DP 29558; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)		
01190	Residence	23 Clarence Street, Devonport	LOT 19 SEC 2 DEEDS T37; road reserve	B		A,F	Refer to planning maps	Interior of building(s)		
01193	Residence	28 Ewen Alison Avenue, Devonport	PT LOT 50 DP 195	B		A,F	Refer to planning maps	Interior of building(s)		
01194	Residence	4 Flagstaff Terrace, Devonport	ALLOT 73 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		
01195	Residence	6 Flagstaff Terrace, Devonport	ALLOT 72 SEC 2 PARISH OF TAKAPUNA	B		A,F,G	Refer to planning maps	Interior of building(s)		



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01410	Pakuranga Public Hall	Pakuranga Hall Grounds, 346 and 346R Pakuranga Road, Pakuranga	PART LOT 9 DEEDS 229; ALLOT 365 PSH OF PAKURANGA	B				Refer to planning maps	Interior of building(s)		
01411	Panmure Swing Bridge site, including abutments and swivel section R11_1708	Dayspring Way Esplanade Reserve, 26R Kerswill Place and 2R Pakuranga Road, Pakuranga	SEC 3 SO 66069; SEC 1 SO 66069; road reserve; CMA	B		A,B,E,F	Refer to planning maps	Yes			
01412	Robert's Homestead	140S Pakuranga Road, Pakuranga	PART LOT 1 DP 37727	B		A,F,G	Refer to planning maps		Interior of building(s), 1960s accommodation building attached to east of homestead; detached brick and tile building to the west of homestead; detached garage; any other accessory buildings		
01413	St James Church and graveyard/lunupa	27 Church Road, Mangere Bridge	LOTS 1-6 DEEDS PLAN 1233 AND PART ALLOTMENT 10 VILLAGE OF MANGERE	A*		A,B,F,G,H	Refer to planning maps				
01414	Abbeville farmhouse and Wesley Road Methodist Church (former)	3 Nixon Road, Mangere	PART LOT 2 DP 12194	A*		A,B,F,G,H	Refer to planning maps		Interior of building(s)		
01415	Kauri Cottage	22 Mountain Road, Mangere Bridge	PART ALLOT 202 PSH OF MANUREWA	A*		A,C,F,G	Refer to planning maps		Interior of building(s)		
01416	Rennie Homestead	619 Oruarangi Road, Mangere	ALLOT 177 PSH OF MANUREWA	A*		A,B,F,G,H	Refer to planning maps		Interior of building(s)		
01417	Mangere Central School and schoolhouse (former)	Old School Reserve, 299R and 301 Kirkbride Road and 5R Naylors Drive, Mangere	ALLOT 364 PSH OF MANUREWA; ALLOT 366 PSH OF MANUREWA; PART ALLOT 74 PSH OF MANUREWA; LOT 200 DP 321090	A*		A,B,F,G,H	Refer to planning maps		Interior of building(s)		
01419	Mangere Presbyterian Church and graveyard	254 Kirkbride Road, Mangere	LOT 1 DP 110883	A*		A,B,E,F,G,H	Refer to planning maps				
01421	Paul Homestead	556 Oruarangi Road, Mangere	PART ALLOT 180 PSH OF MANUREWA	A*		A,B,F,G,H	Refer to planning maps		Interior of building(s)		

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01789	St John the Baptist Church and Convent	212 Parnell Road, Parnell	LOT 6 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 7 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 8 ALLOT 73 SEC 1 SBRS OF AUCKLAND; LOT 9 ALLOT 73 SEC 1 SBRS OF AUCKLAND; road reserve	A		A,F	Refer to planning maps		
01790	Whitby Lodge (former)	330 Parnell Road, Parnell	Lot 1 DP 28795	B		A,F	Refer to planning maps		
01791	Hulme Court	350 Parnell Road, Parnell	LOT 3 DP 30020; road reserve	A	Residence	A,F	Refer to planning maps		Yes
01792	Parnell Library and hall (former)	390 and 394 Parnell Road, Parnell	LOT 1 DP 173062; LOT 2 DP 173062; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)	
01793	St Mary's Church	446 Parnell Road, Parnell	LOT 1 DP 93398; road reserve	A	Church	A,B,F,G	Refer to planning maps		
01794	Royal New Zealand Foundation for the Blind office and workshops (former)	545 Parnell Road, Parnell	LOT 2 DP 362696; LOT 3 DP 362696; LOT 8 DP 362696; road reserve	A		A,B,F,G,H	Refer to planning maps	Interior of workshop building	
01796	Penrose Farm House (former)	79 Penrose Road, Mount Wellington	PART LOT 1 DP 23256	A	House	A,F,H	Refer to planning maps	Interior of building(s)	
01797	Newton Police Station (former)	1 Ponsonby Road, Freemans Bay	LOT 5 DP 81579	B		A,F,G,H	Refer to planning maps		
01798	Unitarian Church	1A Ponsonby Road, Freemans Bay	LOT 43 DEEDS CITY 44	B		A,F,H	Refer to planning maps		
01799	Gas lamp	8 Ponsonby Road, Ponsonby		A	Lamp	A,F,H	Refer to planning maps		
01800	Allendale	50-52 Ponsonby Road, Ponsonby	LOT 1 BLOCK 27 DP 242; LOT 2 BLOCK 27 DP 242; road reserve	B		F,G,H	Refer to planning maps		
01801	Shop and residence	78-86 Ponsonby Road (also known as 86 Ponsonby Road), Ponsonby	LOT 12 SEC 27 SUBURBS AUCKLAND; road reserve	B		F,H	Refer to planning maps	Interior of building(s)	
01802	Commercial building	118-126 Ponsonby Road, Ponsonby	LOT 4 BLOCK 67 DP 242; LOT 5 BLOCK 67 DP 242; road reserve	B		A,F,H	Refer to planning maps		

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01826	Kings School Chapel/stables (former)	Kings School, 258 Remuera Road, Remuera	ALLOT 26 SEC 16 SBRS OF AUCKLAND	B	Chapel	F,H	Refer to planning maps		
01827	Remuera Public Library	431-435 Remuera Road, Remuera	PART LOT 2 DP 17675	A	Main building	A,F,G,H	Refer to planning maps		
01828	McLaren Service Station (former)	586-592 Remuera Road, Remuera	PART ALLOT 189 SEC 16 SBRS OF AUCKLAND	B		A,B,F,G,H	Refer to planning maps		
01829	Rennell Street Houses	1, 3, 5, 7, 9, 11, 13, 15, and 17 and 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, and 24 Rennell Street, Freemans Bay	LOT 30 ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 31 ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 32 DP 533; LOT 33 ALLOT 19 SEC 8 SUBURBS AUCKLAND; PT ALLOT 19 SEC 8 SUBURBS AUCKLAND; LOT 35 DP 10653; LOT 36 DP 10653; LOT 37 DP 10653; LOT 38 DP 13648; LOT 39 DP 13648; LOT 40 DP 13648; LOT 41 DP 13648; LOT 23 DP 96; LOT 24 DP 96; LOT 25 DP 96; LOT 26 DP 96; LOT 27 DP 96; LOT 28 DP 96; LOT 29 DP 96; LOT 1 DP 189335; PT LOT 21 DP 96; PT LOT 22 DP 96; road reserve	A	Residences	A,F,G,H	Refer to planning maps		
01830	Costley Training Institute (former)/Cattle House	84-88 Richmond Road, Ponsonby	LOT 1 DP 134533	A	Main building	A,F,H	Refer to planning maps		
01831	Residence	334 Richmond Road, Grey Lynn	PART LOT 1A A 938	B		F,G,H	Refer to planning maps		
01832	Residence	350 Richmond Road, Grey Lynn	LOT 2A A 938	B		F,G,H	Refer to planning maps		
01833	West Lynn Shopping Centre	401-413 Richmond Road, Grey Lynn	PART LOT 108 DP 322; PART LOT 109 DP 322; PART LOT 110 DP 322; PART LOT 5 DP 5259; road reserve	B		F,G,H	Refer to planning maps	Interior of building(s)	
01834	Residence	439 Riddell Road, Glendowie	LOT 2 DP 118021	B		F,G	Refer to planning maps		
01835	Kulka House	52 Roberta Avenue, Glendowie	PART LOT 1 DP 44209	B		F,G	Refer to planning maps		



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01890	St Matthias Anglican Church and cemetery	5 Thompson Road, Panmure	Lot 16 DP 49462	A	Church	A,F,H	Refer to planning maps		
01891	Pumphouse (former)	Three Kings Reserve, Grahame Braid Drive, Three Kings	PART ALLOT 85B SEC 10 SBRS OF AUCKLAND; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)	
01892	Pearson House	10 Titoki Street, Parnell	LOT 7 DP 362696; LOT 8 DP 362696	A		A,F,G	Refer to planning maps	Interior of building(s)	
01893	Emerald Lodge	4 Tohunga Crescent, Parnell	Lot 1 DP 392387	A	Residence	A,F	Refer to planning maps		
01894	Residence	4 Upland Road, Remuera	Lot 1 DP 92959	B		F,G,H	Refer to planning maps and Schedule 14.3		
01895	Mount Eden Borough Council and Fire Station (former)	64 Valley Road, Mount Eden	Lot 1 DP 24821; Lot 2 DP 24821; road reserve	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)	
01896	War Memorial Gates	Mount Eden Normal Primary School, 73 Valley Road, Mount Eden	Part Lot 1 13 DP 4; road reserve	B		B,F,G,H	Refer to planning maps		
01897	Mitchelson House, Stables and Duchesne Building	Baradene College, 235-237 Victoria Avenue, Remuera	Part Lot 14 DP 44273; road reserve	B	Mitchelson House; stables; Duchesne Building	A,B,F,G,H	Refer to planning maps		
01898	Fencible Cottage (former)	111 Victoria Street, Onehunga	Lot 4 DP 7208	A	Cottage	A,F,H	Refer to planning maps		
01899	St James Church and hall (former)	31 Esplanade Road, Mount Eden	Part Lot 16 Deeds 1355; Part Lot 17 Deeds 1355; road reserve	B		B,F,G,H	Refer to planning maps		
01900	Residence	37 Wairakei Street, Greenlane	Part Allot 7 Sec 12 Shrs of Auckland	B		A,F,G,H	Refer to planning maps		
01901	Residence	58 Wallace Street, Herne Bay	Part Lot 3 DP 2335	B		F,G	Refer to planning maps		
01902	Shera House	9 Whanua Road, Remuera	Part Lot 8 DP 30408	B		F,G	Refer to planning maps	Interior of building(s)	
01903	Grey Lynn Council Offices (former)	1 Williamson Avenue, Grey Lynn	Lot 11 Block 28 DP 242	B		A,F,G	Refer to planning maps		
01904	Residence	40 Wood Street, Freemans Bay	Lot 1 DP 76388	B		A,F,G	Refer to planning maps	Interior of building(s)	
01905	Residence	10 Woodward Road, Mount Albert	Lot 9 DP 16800; Part Lot 10 DP 16800; road reserve	B		F,G	Refer to planning maps		
01906	Albert Street basalt wall, including gate, fence, lamp and toilets	Albert Street (Durham Street West intersection), Auckland Central	Road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)	

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01930	Berrisville Flats	152 Anzac Avenue, Auckland Central	Lot 92 DP 14125	B		A,F,G	Refer to planning maps	Interior of building(s)		
01931	Cottage	1 Bankside Street, Auckland Central		A	Cottage	A,E,F	Refer to planning maps			
01932	Pitt Street Fire Station (former)	1 Beresford Square, Auckland Central	Lot 1 DP 178433: road reserve	A	Fire station	A,D,E,F,G,H	Refer to planning maps		Yes	
01933	St James Church (former)	15-27 Beresford Square, Auckland Central	Lot 1 DP 178434: road reserve	A	Church	B,D,E,F,G	Refer to planning maps		Yes	
01934	Worralls Building (former)	23 Britomart Place, Auckland Central	Lot 1 DP 382501	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01935	Chancery Chambers	2-8 Chancery Street, Auckland Central	Lot 7 DP 15927	B		A,F,G	Refer to planning maps			
01936	Auckland Magistrates Court (former)	1 Courthouse Lane, Auckland Central	Lot 1 DP 183581	A	Former courthouse	A,B,F,G,H	Refer to planning maps			
01937	Barrington Building (Customs Street frontage only)	10 Customs Street East, Auckland Central	LOT 1 DP 361575	B		A,F,H	Refer to planning maps	Interior of building(s)		
01938	Columbus House (former) (Customs Street frontage only)	14-18 Customs Street East, Auckland Central		B		A,F,H	Refer to planning maps	Interior of building(s)		
01939	Excelsior Block - Remnant portion (Customs Street frontage only)	22 Customs Street East, Auckland Central	LOT 1 DP 400096	B		A,H	Refer to planning maps	Interior of building(s)		
01940	Stanbeth House	24-26 Customs Street East, Auckland Central		B		A,F,H	Refer to planning maps	Interior of building(s)		
01941	Masonic Club/Buckland Building	30-34 Customs Street East, Auckland Central	Lot 3 DP 373915	B		A,F,H	Refer to planning maps	Interior of building(s)		
01942	Entrican Building (former)	36 Customs Street East, Auckland Central	LOT 1 DP 371807	A	Building	A,F,G,H	Refer to planning maps			
01943	Nathan Building	42 Customs Street East, Auckland Central		A	Building	A,F,H	Refer to planning maps			
01944	Commercial building	55 Customs Street East, Auckland Central	Allot 28 Sec 2 Auckland City	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01945	Britomart Hotel (former)	69 Customs Street East, Auckland Central	Allot 35 Sec 2 Auckland City	B		A,B,F,H	Refer to planning maps	Interior of building(s)		



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01961	House	8 Grafton Road, Grafton	Allot 27 Sec 9 Auckland City; road reserve	B			F, G, H	Refer to planning maps; extends from the outside edge of the steps to the edge of the retaining wall or the extent shown on the planning maps in the absence of these structures			
01962	Commercial building	9 Grafton Road (also known as 20-26 Symonds Street), Auckland Central	Allot 30 Sec 34 Auckland City; Lot 1 DP 152888; Part Lot 1 DP 1747; road reserve	B			D, F, G, H	Refer to planning maps and Schedule 14.3	Interior of building(s)	Yes	
01963	Residence (former)	10 Grafton Road, Grafton	Allot 26 Sec 9 Auckland City; Allot 27 Sec 9 Auckland City; Sec 1 SO 53511	B			A, F, H	Refer to planning maps			
01964	Greys Avenue Flats/State Flats	95-113 Greys Avenue, Auckland Central	Part Allot 52 Sec 28 Auckland City; Part Allot 53 Sec 28 Auckland City; Part Allot 54 Sec 28 Auckland City; Part Allot 55 Sec 28 Auckland City; Part Allot 56 Sec 28 Auckland City; Part Allot 57 Sec 28 Auckland City; Lot 2 DP 30999	A		Apartment building	A, F	Refer to planning maps	Interiors of all buildings, except all common spaces within the primary feature, including lobbies stairwells and corridors		
01965	Auckland Synagogue	108-116 Greys Avenue, Auckland Central	Lot 2 DP 45093	A		Synagogue	F, G	Refer to planning maps			
01966	A. Cleave and Co. Building (former)	18 High Street, Auckland Central	Part Allot 5 Sec 4 Auckland City	B			F, G, H	Refer to planning maps	Interior of building(s)		
01967	Commercial building	35-37 High Street, Auckland Central	Lot 4 DP 21158	B			E, F, G	Refer to planning maps			
01968	Canterbury Arcade annexe	166-174 Queen Street (also known as 47 High Street), Auckland Central	ALLOT 37 SEC 4 CITY AUCKLAND; LAND ON DP 3305; LAND ON DP 814; road reserve	B			F, G, H	Refer to planning maps	Interior of building(s)		
01969	Auckland Harbour Board Workshops (former)	204 Quay Street, Auckland Central	Lot 1 DP 183125	B			A, F, G	Refer to planning maps and Schedule	Interior of building(s)		
01970	Albion Hotel	119 Hobson Street, Auckland Central	Part Allot 10 Sec 23 Auckland City	B			A, B, F, G	Refer to planning maps	Interior of building(s)		
01971	St Matthew-in-the-City	132 Hobson Street, Auckland Central	Lot 1 DP 184578	A		Sanctuary building	A, B, F, G, H	Refer to planning maps			





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02090	Blackstone Chambers	14 Wymdham Street, Auckland Central	PART ALLOT 2 SEC 16 AUCKLAND CITY	B		A,F,H	Refer to planning maps			
02091	Gas Company Building (former)	26 Wymdham Street, Auckland Central	PART ALLOT 3 SEC 16 AUCKLAND CITY; PART ALLOT 4 SEC 16 AUCKLAND CITY; road reserve	B		A,F,H	Refer to planning maps	Interior of building(s)		
02108	Waitemata Flour Mill/Riverhead Paper Mill site R10_721, including water race and holding ponds, and fig tree	Riverhead Historic Mill Esplanade Reserve, Elliot Street, Riverhead	Riverhead Historic Mill Esplanade Reserve; PT ALLOT 16 PSH OF PAREMOREMO DP 23128; Pt Lot 1 DP 23128; Pt Lot 2 DP 23128; PT LOT 6 DP 23128; Lot 7 DP 23128; Lot 8 DP 23128; Lot 1 DP 194652; Lot 11 DP 23128; Lot 12 DP 23128; CMA	A	Mill site and remains; sea wall; scow platform	A,D,E,H	Refer to planning maps		Yes	
02109	Whangaparapara Whaling Station site S09_117	Whangaparapara Harbour, Great Barrier Island	CMA	B		A,B,D,E	Refer to planning maps		Yes	
02113	Coyer's Wharf R11_949	Stonedon Drive Esplanade Reserve, Pakuranga Creek, 54R Stonedon Drive, East Tamaki	Lot 17 DP 119678; Lot 12 DP 129134; CMA	B		A,G	Refer to planning maps			
02114	McCallum's Wharf and Quarry R11_1263	262 Ti Rakau Drive, East Tamaki	PART TE WHARAU BLOCK; CMA	B		A,D	Refer to planning maps		Yes	
02117	Thomas's Flour Mill/Star Mill and Garret Bro.'s tannery R11_2191, including sea wall	Oakley Creek, 15 Cowley Street, Waterview	PART LOT 1 DP 37119; PART ALLOT 19 PSH OF TITIRANGI; PART LOT C DP 348; PART BED AUCKLAND HARBOUR SURVEY OFFICE PLAN 67015; CMA	B		A,C,D,E,G,H	Refer to planning maps		Yes	
02119	Paramoremo Wharf	Atitwood Reserve, Atitwood Road, Paramoremo	CROWN LAND; CMA	A	Wharf	A,F,H	Refer to planning maps			
02120	Calliope Graving Dock and Pump House	Devonport Naval Base, Queens Parade, Stanley Bay	PT HARBOUR BED SURVEY OFFICE PLAN 61856; PT HARBOUR BED DEPOSITED PLAN 26859	A	Graving dock; pump house	A,E,F,H	Refer to planning maps			

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02256	Residence	54 Papakura-Clevedon Road, Clevedon	Lot 1 DP 88575	B		A,E,F,G,H	Refer to planning maps		
02257	Residence	65 Papakura-Clevedon Road, Clevedon	Lot 1 DP 65298	B		A,E,F,H	Refer to planning maps		
02258	Commercial building	7 Papakura-Clevedon Road, Clevedon	Part Allot 5 PSH OF Wairoa; road reserve	B		A,B,E,G,H	Refer to planning maps		
02259	Residence	17 Papakura-Clevedon Road, Clevedon	Lot 3 DEEDS Whau 22; road reserve	A*	Residence	A,F,G	Refer to planning maps		
02260	Residence	19 Papakura-Clevedon Road, Clevedon	Part Allotment 5 PSH OF Wairoa; road reserve	B		A,F,G	Refer to planning maps	Interior of building(s)	
02261	Residence	29 Papakura-Clevedon Road, Clevedon	Lot 1 DP 58899	B		A,F,G,H	Refer to planning maps		
02263	Residence	1 Monument Road, Clevedon	Part Allotment 5 PSH OF Wairoa	B		A,F,G,H	Refer to planning maps	Interior of building(s)	
02264	Residence	17 Clevedon-Kawakawa Road, Clevedon	LOT 2 DP 489936	B		A,B,E,F,G,H	Refer to planning maps		
02265	Whitford Hall	1 Whitford-Maratai Road, Whitford	Part Lot 7 DP 4432	B		A,B,H	Refer to planning maps		
02266	Whitford General Store (former)	1 Whitford Wharf Road, Whitford	Lot 5 DP 4432	B		A,G,H	Refer to planning maps		
02267	Major Bremner's Cottage	99 McQuoids Road, Fiat Bush	Lot 2 DP 106761	B		A,F,G	Refer to planning maps	Interior of building(s)	
02268	Waimauku Dairy Factory	81 Waimauku Station Road, Waimauku	Pt Waihoukou Blk 2A2 DP 11931	B		A,B,F,H	Refer to planning maps		
02269	Blacksmiths (former)	85 Waimauku Station Road, Waimauku	Lot 2 DP 18692; road reserve	B		A,F,H	Refer to planning maps		
02270	Waimauku Memorial Hall	22 and 24 Waimauku Station Road, Waimauku	Lot 1 DP 43085; Lot 8 DP 105420; road reserve	B		A,B,D,E,F,H	Refer to planning maps	Yes	
02271	Tractor storage shed	45 Worrall Road, Kumeu	Pt Lot 35 Deeds Plan Whau 56; road reserve	B		A,B,E,F,H	Refer to planning maps		
02272	Farm shed and pigery	68 Worrall Road, Huapai	Lot 1 DP 89975; road reserve	B		A,B,D,E,F,H	Refer to planning maps	Yes	
02273	Bakelhouse (former)	55 Waimauku Station Road, Waimauku	Lot 1 DP 138949; road reserve	B		A,B,D,F,H	Refer to planning maps	Yes	
02275	Chimney	Waikoukou Valley Road, Waikoukou Valley	Lot 4 DP 141298; road reserve	B		A,B,F,H	Refer to planning maps		
02276	Puriri Farm	50 Ammandale Road, Kumeu	PT LOT 34 DEEDS PLAN WHAU 56	B		A,B,D,E,F,H	Refer to planning maps	Yes	
02278	Blake's Mill Q10_697	824 Old North Road, Waikoukou Valley	Lot 1 DP 339840	B		A,D,E,H	Refer to planning maps To be defined#	Yes	

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02480	Broomfield's Cottage (former)	295 Broomfields Road, Whitford	Lot 1 DP 320597	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02481	Tara Orchard, including packing shed and homestead (former)	99 Parrs Cross Road, Henderson	Lot 1 DP 375113	B		A,F,G	Refer to planning maps	Outbuildings		
02482	Women's Suffrage Centenary Memorial	Khartoum Place, Auckland Central	Road reserve	A	Fountain, stairway, and wall with the suffrage tile mural entitled "Women achieve the vote" connecting the public square on Lorne Street to the upper street level of Khartoum Place	A,B,D,F,G,H	Refer to planning maps	Remaining upper section of Khartoum Place that is not included in the description of the primary feature and connects to Kitchener Street.		
02484	State Housing complex	97 Vermont Street, Ponsonby	Lot 1 DP 29525	B	Each of the eight duplex, triplex and/or quadruplex residential structures	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
02485	St Anns	43 Arrey Road, Remuera	Lot 1 DP 359558	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02486	Golf Clubhouse	9 Fern Avenue, Epsom	Lot 2 DP 26095	B		A,B,D,E,F,G	Refer to planning maps	Interior of building(s): garage; sauna; gymnasium		
02487	Mainsion Manor/Ellerslie House (former)	4 Mainsion Road, Remuera	LOT 1 DP 19093, LOT 2 DP 19093	A	Residence	A,B,D,F,H	Refer to planning maps	Interior of building(s)		
02488	St Columba's Church	92-96 Surrey Crescent, Grey Lynn	PART LOT 5 DP 20423; LOT 6 DP 20423; LOT 7 DP 20423; LOT 6 DP 30159; LOT 7 DP 30159	B		A,B,G	Refer to planning maps			
02489	Commercial building	48-52 Wyrndham Street, Auckland Central	PT ALLOT 11 SEC 21 AUCKLAND CITY; road reserve	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
02490	Makower McBeath & Co (former)	86 Wellesley Street, Auckland Central	Part Lot 1 DP 45541	B		D,E,F,G,H	Refer to planning maps	Interior of building(s)		
02491	Holy Trinity Church and War Memorial Stone Cross	18 Mason Avenue, Otahuhu	Lot 1 DP 51663	B		A,B,G,H	Refer to planning maps			
02492	Lange residence and doctor's practice (former)	2 Piki Thompson Way, Otahuhu	LOT 10 DP 19310; LOT 11 DP 19310; LOT 12 DP 19310	B		A,B,G,H	Refer to planning maps	Interior of building(s)		
02493	Cheliodene House	27 Esplanade Road, Mount Eden	Lot 1 DP 64366	B		G,H	Refer to planning maps			



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02699	Residence and shop	116 Calliope Road, Stanley Point	Pt Lot 7 DP 1171	B	Residence; shop	A,F,H		Interior of building(s)		
02700	Commercial building (former)/Terraced houses	1124 and 2124 Church Street, Devonport	Lot 1 DP 94735; road reserve	B	Residences	A,F,G,H		Interior of building(s)		
02701	Masonic Cricket Club clubhouse	Vauxhall Sportsfields, 28 Vauxhall Road, Devonport	Allotment 39 SECT 2 PSH OF Takapuna	B	Clubhouse pavillion	A,B,F		Interior of building(s)		
02702	Alpers' residence (former)	29A Glen Road, Stanley Point	Pt Allot 31 Sec 2 Parish of TAKAPUNA	B	Residence	A,F,G		Interior of building(s)		
02703	Mount Victoria Camp transit housing building (former)/Aftspace	R 24 Kerr Street, Mt Victoria, Devonport	SEC 1 SO 454608	B	Building	A,B	Refer to planning maps	Interior of building(s)		
02704	Ford residence (former)	33 Mays Street, Devonport	Lot 3 DP 15389	B	Residence	A,F,G,H		Interior of building(s)		
02705	Mount Victoria Tennis Courts	Kerr Street, Mt Victoria, Devonport	Pt Allotment 42 SECT 2 PSH OF Takapuna	B	Tennis courts; fence	A,H				
02706	Canavan residence (former)	26 Oxford Terrace, Devonport	Lot 2 DP 60434	B	Residence	A,F,G		Interior of building(s)		
02707	Stanley Bay Primary School	Stanley Bay School, 15 Russell Street, Stanley Point	Lot 1 DP 96705	B	1909 and 1916 classroom blocks, incorporating 1938 remodel and addition	A,B		Interior of building(s)		
02708	Lewin residence (former)	2 Seabreeze Road, Narrow Neck	Lot 10 DP 8553	B	Residence	A,F,G		Interior of building(s)		
02709	Ngalaringa Tennis Club clubhouse	R 166 Calliope Road, Stanley Point	Pt Lot 159 Allot 31 Sec 2 Parish of TAKAPUNA; Part Harbour Bed Deposited Plan 15479; Allot 47 Sec 2 Parish of TAKAPUNA	B	Clubhouse	A,B		Interior of building(s)		
02710	Stanley Bay Bowling Club	20 Stanley Point Road, Stanley Point	Pt Lot 5A DP 3310	B	Exterior of clubhouse; outbuildings	A,B		Interior of building(s)		
02711	Gittos residence (former)	52 Stanley Point Road, Stanley Point	Lot 2 DP 45422	B	Residence	A,F,G		Interior of building(s)		
02712	Whites Dairy and residence	16 Vauxhall Road, Devonport	Lot 45 DP 215	B	Shop, including street verandah; residence	A,H		Interior of building(s)		
02713	Auckland Meat Company butcher shop (former)	87 Vauxhall Road, Devonport	Lot 2 DP 91489	B	Shop, including street verandah	A,H		Interior of building(s)		
02714	Shop	91A Vauxhall Road, Devonport	Lot 1 DP 84096	B	Shop, including street verandah	A,H		Interior of building(s)		
02715	Edward Bartley's residence (former)/Orpheus Lodge	117 Victoria Road, Devonport	PT ALLOT 21 SEC 2 PARISH OF TAKAPUNA	B	Residence	A,F,G,H		Interior of building(s); detached garage		
02716	Commercial building/Victoria Superette	161 Victoria Road, Devonport	Pt Lot 2 DP 195; Pt Lot 3 DP 195	B	Shops	A,F,H		Interior of building(s); rear lean-to addition or superette		
02717	North Shore Croquet Club	Waioa Road Reserve, Waioa Road, Devonport	PT RECLAIMED LAND DP 693; ALLOT 6 BLK V/SD RANGITOTO; SEC 1 SO 20541	B	Croquet clubhouse; shelter sheds	A,B		Interior of building(s)		
02718	Devonport Fire Station (former)	4-6 Calliope Road, Devonport	Pt Lot 24 DP 333; LOT 1 DP 31960; road reserve	B	Fire station	A,B,F,G,H		Interior of building(s)		

SCHEDULE 14.1 SCHEDULE OF HISTORIC HERITAGE – TABLE 2 AREAS Table 2: Historic Heritage Areas ✓

ID	Area Name and/or Description	Verified Location	Known Heritage Values	Extent of Place	Exclusions	Additional Controls for Archaeological Sites or Features	Place of Maori Interest or Significance	Contributing Sites/ Features	Non-contributing Sites/ Features
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01895	Mount Eden Borough Council and Fire Station (former)	62-64 Valley Road, Mount Eden	Lot 1 DP 24821; Lot 2 DP 24821; road reserve	B			A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01932	Pitt Street Fire Station (former)	1 Beresford Square, Auckland Central	Lot 1 DP 178433; road reserve	A	Fire station		A,D,E,F,G,H	Refer to planning maps		Yes	
01933	St James Church (former)	15-27 Beresford Square, Auckland Central	Lot 1 DP 178434; road reserve	A	Church		B,D,E,F,G	Refer to planning maps		Yes	
01968	Canterbury Arcade annexe	166-174 Queen Street (also known as 47 High Street), Auckland Central	ALLOT 37 SEC 4 CITY AUCKLAND; LAND ON DP 3305; LAND ON DP 814; road reserve	B			F,G,H	Refer to planning maps	Interior of building(s)		
02120	Calliope Graving Dock and Pump House	Devonport Naval Base, Queens Parade, Stanley Bay, Devonport	PT PART HARBOUR BED SURVEY OFFICE PLAN 61856; PT PART HARBOUR BED DEPOSITED PLAN 26859-GMA	A	Graving dock; pump house		A,E,F,H	Refer to planning maps			
02275	Chimney	Waikoukou Valley Road, Waimakuku	Lot 4 DP 141298; road reserve	B			A,B,F,H	Refer to planning maps			
02481	Tara Orchard, including packing shed and homestead (former)	99 Parrs Cross Road, Henderson	Lot 1 DP 375113	B			A,F,G	Refer to planning maps	Outbuildings		
02703	Mount Victoria Camp transit housing building (former)/Artspace	R 24 Kerr Street, Mt Victoria, Devonport	SEC 1 SO 454608	B	Building		A,B	Refer to planning maps	Interior of building(s)		



Schedule 14.1 Schedule of Historic Heritage

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
01927	Student Union Building	University of Auckland, 8 Alfred Street, Auckland Central	Lot 1 DP 151178	B		F,G,H	Refer to planning maps. Includes that part of Alfred Street between the building façade and Princes Street, including the central courtyard, and that part of 8 Alfred Street between the building façade and Alfred Street			
01928	Residence (former)	University of Auckland, 5 Allen Road, Auckland Central	Lot 1 DP 89603	B		A,D,H	Refer to planning maps and Schedule 14.3		Yes	
01929	Residence (former)	University of Auckland, 23 Allen Road, Auckland Central	Lot 9 DP 27319	A	House	A,D,F	Refer to planning maps		Yes	
01930	Berrisville Flats	152 Anzac Avenue, Auckland Central	Lot 92 DP 14125	B		A,F,G	Refer to planning maps	Interior of building(s)		
01931	Cottage	1 Bankside Street, Auckland Central		A	Cottage	A,E,F	Refer to planning maps			
01932	Pitt Street Fire Station (former)	1 Beresford Square, Auckland Central	Lot 1 DP 178433; road reserve	A	Fire station	A,D,E,F,G,H	Refer to planning maps		Yes	
01933	St James Church (former)	15-27 Beresford Square, Auckland Central	Lot 1 DP 178434; road reserve	A	Church	B,D,E,F,G	Refer to planning maps		Yes	
01934	Worralls Building (former)	23 Britomart Place, Auckland Central	Lot 1 DP 382501	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01935	Chancery Chambers	2-8 Chancery Street, Auckland Central	Lot 7 DP 15927	B		A,F,G	Refer to planning maps			

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Schedule 14.1 Schedule of Historic Heritage

ID	Place Name and/or Description	Verified Location	Verified Legal Description	Category	Primary Feature	Heritage Values	Extent of Place	Exclusions	Additional Rules for Archaeological Sites or Features	Place of Maori Interest or Significance
01347	Dilworth Agricultural School (former)	Mānukau Institute of Technology North Campus, 535 Oiaia Road, Oiaia	PART LOT 17 DP 24310	A*	Building	A,B,F,G	Refer to planning maps	Interior of building(s)		
01349	Guy Wharf and Quarry R11_1390	Burrswood Esplanade Reserve, 23R Kenwick Place, East Tamaki	Lot 310 DP 156849; CMA	B		A,B,D,F	Refer to planning maps			
01350	Guy Homestead	Guy's Reserve, Ti Rakau Drive and Huntington Drive, East Tamaki	LOT 1 DP 474573; LOT 2 DP 474573; LOT 3 DP 474573; LOT 4 DP 474573	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01351	Baverstock Road School (former)	Murphys Bush Reserve, 160R Murphys Road, Flat Bush	PART LOT 1 DP 69592	B		A,B,G	Refer to planning maps	Interior of building(s)		
01352	Dairy Factory Manager's Cottage	508 Chapel Road, East Tamaki	LOT 108 DP 201577	B		A,F,G,H	Refer to planning maps	Interior of building(s)		
01353	Stables	59 Alexander Crescent, Oiaia	LOT 1 DP 175327	B		A,B,F,G	Refer to planning maps	Interior of building(s)		
01354	Flat Bush School House (former)/Murphy Homestead	Murphys Bush Reserve, 157R Flat Bush School Road and 160R Murphys Road, Flat Bush	LOT 500 DP 452465; PT LOT 1 DP 69592	B		A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01355	Cryers Road stone walls	163 Chapel Road, Barry Curtis Park, Flat Bush	LOT 1 DP 370733	B		A,B,F,H	Refer to planning maps	Interior of building(s)		
01356	All Saints Church and graveyard	9 Selwyn Road, Howick	PART ALLOT 1 SEC 7 SM FMS NEAR HOWICK	A*	Church, graveyard	A,B,F,H	Refer to planning maps			
01358	St Andrew's Presbyterian Church and graveyard	7 Vincent Street, Howick	ALLOT 129 VILL OF HOWICK; ALLOT 130 VILL OF HOWICK	A*	Church, graveyard	A,B,F,G,H	Refer to planning maps	Interior of building(s)		
01360	Hawthorn Dene	Hawthorndene Grounds, 280 Botany Road, Howick	LOT 3 DP 166980	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		
01361	Keppoch Lodge and well	1 Tanglewood Place, Howick	LOT 1 DP 65426	A*	Residence	A,F,G,H	Refer to planning maps	Interior of building(s)		

# Memo

18 January 2018

To: Phill Reid, Auckland-wide Manager  
From: Emma Rush, Principal Special Projects, Heritage Unit

Subject: **Plan Modification: Clause 20A Amendment to Schedule 15, Auckland Unitary Plan Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of Auckland Council's delegations register August 2013.

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are requested to a provision of the Auckland Unitary Plan.

<b>Rule or Section of Unitary Plan</b>	<b>Schedule 15 Special Character Schedule, Statements and Maps</b>
<b>Subject Site (if applicable)</b>	n/a
<b>Legal Description (if applicable)</b>	n/a
<b>Nature of change</b>	Amendments are proposed to Schedule 15 to correct a typographical error, and formatting errors (underlined text that has accidentally been left in the Schedule from previous clause 20a amendments).
<b>Effect of change</b>	The changes proposed to Schedule 15 correct minor errors in the text. The changes do not affect cross-referencing, any other sections of the plan, or mapping.
<b>Changes required to be made</b>	See Attachment 1.

Prepared by: Emma Rush  
Principal Advisor Special  
Projects - Heritage

Approved by: Noel Reardon  
T4 Manager

Signature:



Signature:





**Attachment 1 – Clause 20a changes proposed to Schedule 15 Special Character Schedule, Statements and Maps**

Page number	Change required to be made
✓ Page 39	Remove the underline between the words 'single' and 'or' in the third paragraph of the page.
✓ Page 52	Remove underline between the words 'State' and 'houses' in the second line of the page.
✓ Page 76	Remove underline between the words 'area' and 'is' in the first line of paragraph one.
✓ Page 83	Remove the underline beneath the comma in the last line under the heading 'Physical and visual qualities'.
✓ Page 97	Remove the underlines in the last paragraph on the page: <ul style="list-style-type: none"> <li>• Under the hyphen in 'two-storied',</li> <li>• Under the hyphen in 'south-west', and</li> <li>• Under the hyphen in 'six-storeys'.</li> </ul>
✓ Page 134	Remove the underline beneath the comma in the second line of the page.
✓ Page 140	Remove the underline from beneath the hyphen in 'two-storeyed' in the paragraph under the heading 'Visual coherence'.
* Page 180	<ul style="list-style-type: none"> <li>• Remove the underline between 'C' and 'areas' in the first line of the page.</li> <li>• Remove the underline from beneath the fullstop in the third paragraph underneath the heading '15.1.7.4.2. Summary of special character values'.</li> </ul>
✓ Page 181	Remove the underline between 'during' and 'the' in the second paragraph on the page.
✓ Page 196	Delete the struck-through text as follows (shown in yellow highlight): <b>Form and relationship to the street</b> The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500m <sup>2</sup> are evident, setbacks range from around two to four metres, with some variation. In subdivisions from the 1880s onwards, lot sizes typically range from around 450 metres squared to sometimes more than 800m <sup>2</sup> .

### **15.1.6.3.3. Description of physical and visual qualities**

#### ***Built form***

##### *Period of development*

The Devonport town centre's principal period of development is from 1880s through to the 1930s. Significant fabric includes buildings, street layouts, and urban form. The side streets contain more recent commercial and light industrial development that supports the legibility and character of the town centre.

##### *Scale of development*

The special character area is particularly noteworthy in the Auckland region for its highly intact main street of two-storey buildings and the three-storey Esplanade Hotel (1 Victoria Road) that anchors the corner of Victoria Road and Queens Parade. Buildings along Victoria Road generally have parapet walls facing the street which increase their apparent scale. Street corners are often defined by more substantial corner buildings, some featuring angled entrances, which create physical 'book ends' to each block and visually maintain the centre's commercial scale.

Buildings along connecting side streets (also within the special character area) including Clarence, Wynyard, and Fleet Streets are more diverse in age and character but generally continue the predominant two-storey form, with some interspersed single or three-storeyed buildings. These side streets generally present a more diminutive scale due to buildings being set back from the street edge and being designed without parapets.

##### *Form and relationship to the street*

The Devonport town centre includes two distinct urban forms that both contribute to the diversity of the special character area and provide tangible evidence of its key stages of development. The first is the Victoria Road main street. Here, the fine grain mix of buildings from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries form a continuous frontage directly abutting Victoria Road with verandahs over and direct openings to the street. As is typical with many traditional main street configurations, continuous frontages are facilitated by rear service lanes accessed off side streets that provides for parking and service areas. The continuous line of façades establishes a strongly unified street presentation and visual character. While each block provides strong enclosure to the street, the generous width of the road combined with the fact that buildings are only on one side (in the southern end) mean that the streetscape remains relatively open.

The second urban form is on Wynyard and Clarence Streets, where buildings were generally constructed later. It includes a mix of post-World War II light industrial buildings, and more recent constructions, which tend to be set back from the street edge with car parking in front. Examples of early dwellings are also evident. Commercial and light industrial buildings usually occupy the full width of the site. The generally continuous built forms, combined with the relative

Government's Worker Dwelling Act of 1910, saw the subdivision of land and construction of the first State houses close to the town centre.

The electric tram was extended along Great South Road during the 1920s, which served as a catalyst for further commercial and residential expansion and consolidation in the area. By 1950 the Ellerslie town centre was firmly established and enclosed within a short strip between Ellerslie station, Ladies Mile and Ramsgate Street, containing various retail and service outlets and the Borough Council Chambers.

Ellerslie was fundamentally changed by the construction of the first stage of the Southern Motorway in the 1950s, which split the borough and its commercial centre along Main Highway. The overlay area is located to the east of the railway and remained the commercial hub of Ellerslie.

***Physical and visual qualities:***

*The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.*

The overlay area is of significance for its physical and visual qualities as it demonstrates in its built fabric a grouping of early 20<sup>th</sup> century commercial buildings along Main Highway that demonstrate progressive development in Ellerslie. This ranges from the establishment of Ellerslie in the Victorian and Edwardian eras close to the railway station, through to a peak of commercial expansion in the 1920s and 1930s.

**15.1.6.5.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area demonstrates in its built fabric a significant period of commercial development that occurred in the area between the 1900s and 1930s. More recent development has occurred in Ellerslie, but the early 20<sup>th</sup> century character is still dominant. The built fabric includes the buildings, street layouts and urban form.

*Scale of development*

The overlay area is characterised by one and two-storey buildings, where building frontages and verandahs line the street blocks and provide an active street edge. While the core area is commercial in nature, land uses in the surrounding streets quickly change to traditional residential development on the periphery. The only building taller than two-storeys within the overlay area is the former Southern Cross building at 87-93 Main Highway.



**Description:**

- ✓ The overlay area is located on the west side of Hinemoa Street in Birkenhead, and includes a significant grouping of commercial buildings from the late 19<sup>th</sup> century and early decades of the 20<sup>th</sup> century. The area comprises a group of buildings to the north side and south sides of the intersection with Rugby Road as well as a group of early commercial buildings opposite Le Roy Terrace. This area also includes a corner building located at the corner of Hinemoa Street and Maritime Terrace. The extent of the area is shown on the special character area map above.

The area is located along the Hinemoa Street ridgeline. The topography has resulted in a linear urban structure along Hinemoa Street, which is relatively level within the special character area. Residential areas adjacent to the Lower Hinemoa Street are located on land falling to the east and west sides of Birkenhead Point.

**15.1.6.9.2. Summary of special character values**

**Historical:**

*The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.*

The overlay area is of significance because it is the commercial centre associated with the residential development of Birkenhead that occurred from the 1860s. The area was the main shopping centre from around the 1890s until after World War I when commercial activities were relocated further north to Highbury.

Lots in this portion of Hinemoa Street were first created as part of the Raven Hill Subdivision, which was advertised for sale in 1889. A number of commercial buildings were built on Hinemoa Street near the intersection with Rugby Road around the turn of the 20<sup>th</sup> century. The most substantial of these was the former Hellaby's Building/Marinovic Building constructed in 1912 on the south corner of Rugby Road. The Edwardian building on the north corner of Rugby Road was built in 1910. Nearby at 128-130 Hinemoa Street is a two-storey Commercial building/Residence which was built around 1890. A number of other modest timber and plastered brick shops, such as Stott's Building, were also built in this vicinity from around the 1910s to 1920s, to serve the local community.

Birkenhead's business centre moved further north to the crossroads of Mokoia and Hinemoa Streets after World War I when regular motorised bus transportation began to operate from the wharf up to Birkdale and Zion Hill.

Lower Hinemoa Street services Birkenhead Point, which is significant as one of the earliest areas of residential development on the North Shore. Residential subdivisions were promoted from the 1860s; however, the area was initially developed for small farms, market gardens and orchards and became well-known for fruit growing. In the 1880s developments in local government, provision of a wharf, roading and other infrastructure and the establishment of the Colonial Sugar Refinery had a major effect on the development of Birkenhead and growth

networks. Horse drawn buses were provided in the 1870s and in 1881 a railway connection was established in Mount Eden as part of the Newmarket to Helensville railway line. The electric tram line extended part way down Mount Eden Road by 1908. Commercial construction in the main street expanded both north and south from the early cluster of shops around the intersection of Mount Eden Road with Stokes Road and Essex Road. A number of early timber buildings were replaced with more substantial masonry buildings at this time, along with some houses along the main street being replaced by commercial buildings or altered for use as shops. The extension of the tram line as far as Pencarrow Avenue in the 1920s stimulated another growth period in the centre, with blocks of shops, apartments and the Crystal Palace Theatre dating from the 1920s and 1930s. Increases in population were accompanied by progressive development of local government, schools, churches, shops, and industry, and through the early decades of the 20<sup>th</sup> century the centre provided most of the everyday services, supplies, religious and entertainment needs of the surrounding suburb.

***Physical and visual qualities:***

*The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.*

The overlay area is significant for its physical and visual qualities as it demonstrates in its built fabric the 19<sup>th</sup> and early 20<sup>th</sup> century development of an outlying rural village to a consolidated suburban commercial area. The village retains buildings from the period of considerable expansion and growth that occurred from the late 19<sup>th</sup> century through the 1920s and 1930s. It retains a distinctive mix of building types including shops, civic buildings, churches, and housing.

**15.1.6.10.3. Description of physical and visual qualities**

***Built form***

*Period of development*

Mount Eden Village is significant for its physical and visual qualities as it demonstrates in its built fabric, a significant period of development that occurred in the area between the 1890s and 1930s. The built fabric includes the buildings, street layouts and urban form.

The overlay area is surrounded by single house lots largely from the same period, with many late 19<sup>th</sup> and early 20<sup>th</sup> century villas retained.

*Scale of development*

While building types and forms vary throughout the overlay area, the scale of development is generally single or two-storeyed on small lots typical of the late 19<sup>th</sup> and early 20<sup>th</sup> century period of development. Two-storey commercial buildings are prevalent between Valley Road and Poronui Street in the northern block and between Woodside and Fairview Roads in the southern block (on the

In 1902 horse drawn buses to Parnell from the city were replaced with a new electric tram service. Consolidation of the commercial area is evident in numbers of retail and commercial buildings from the early 1900s to the 1940s during which time Parnell was Auckland's largest inner-city suburb.

***Physical and visual qualities:***

*The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.*

The overlay area is of significance for its physical and visual qualities as it contains a significant grouping of 19<sup>th</sup> and early 20<sup>th</sup> century buildings, demonstrating a progressive and ongoing development from initial establishment in the 1840s.

The area retains Auckland's earliest residence, Hulme Court built in 1843, Windsor Castle Hotel built in the 1850s and remodelled in the 1880s, St John the Baptist church, opened in 1861 and enlarged in 1898, the adjacent convent built in 1903, the basalt Whitby Lodge built by the early 1870s as well as commercial buildings and public buildings such as the 1923 Parnell Library and Hall.

**15.1.6.12.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area is significant for its physical and visual qualities as it demonstrates, in its built fabric, an early period of development within the Auckland region together with development over time, from the 1840s to 1940s. The built fabric includes the buildings, street layouts and urban form. The business area is adjacent to parts of the Special Character Areas Overlay – Residential: Isthmus A in Parnell.

*Scale of development*

The special character buildings in the overlay area are typically one and two-storeyed, with some larger buildings such as the four-storey Heard's Building on the north corner of Ruskin Street. Examples of 19<sup>th</sup> and early 20<sup>th</sup> century commercial buildings generally have parapet walls facing the street increasing their apparent scale. There is a predominance of two-storeyed commercial buildings from this period along the south-west side of the street and particularly on corner sites. Residential buildings also include one and two-storeyed examples. Buildings reflect the narrow lot widths that occurred as part of an early period of subdivision. Just to the north of the special character area, the five storey Mayfair Apartments, were built in 1928, near the corner of Heather Street. More recent office and apartment buildings are generally between two and six-storeys.



### *Visual coherence*

Visual coherence is provided by the shops in the Church to Arthur Street block and around the Church and Princes Street intersections, giving a special character area that is legible in terms of scale and area.

#### **15.1.6.17.4. Architectural values**

##### *Styles*

The style of the buildings reflects the time in which they were built, providing a snapshot in time of retail/commercial architecture.

The Victorian/Edwardian period was characterised by a number of stylistic influences, some of which are evident in the Onehunga Mall buildings, from the simple Edwardian Classical style of the former Pardington and Sutherland Building on the Onehunga Mall/Church Street corner (183–187 Onehunga Mall) to the elaborately decorated Carnegie Library, former post office and former Onehunga Boot Factory (172 Onehunga Mall), all in the Victorian Free Classical Style, and Kemps Building in the Victorian Italianate style.

After World War I and during the inter-war period a simpler style prevailed and decoration was used more sparingly, although this was not always universal, and the overlay area buildings show an eclectic approach to style varying from the unadorned shop at (125-127 Onehunga Mall), to the more decorative Grbic building (129-131) and adjoining former ASB building. Arts and Crafts influences are seen in the former Courts Building (206) and adjoining buildings (208-210), these latter pair showing bungalow influences with their first floor bay windows.

Some buildings from all periods of significance were architect-designed, by the Government Architect John Campbell for the former post office, well known Auckland architect Edward Bartley for the former ASB building and others better known locally, such as John Park and Adam Jones.

##### *Scale, Materials and Construction*

The building stock is one or two-storeyed and, with the exception of the former Rishworth's Building, which is unusually constructed from timber, the shops are built from a similar palette of permanent materials, including plastered and fairfaced brick and timber joinery (with some metal joinery in the inter-war period). The façades were vertically and horizontally modulated through the use of pilasters, spandrel panels and decorative mouldings. Windows at first floor level were arranged individually or grouped together. Often vertically or horizontally proportioned, they revealed the domestic nature of this floor. Substantial parapets, often capped with cornices, hid the roof from view, the parapet often displaying the name of the building together with its construction date in raised plaster lettering.

relatively low rise) development pattern that is maintained through the length of the town centre. The density and street enclosure rapidly dissipates outside of the special character area's boundary as the main street gives way to a variety of generally larger, more modern building types and areas of car parking.

#### *Types*

The overlay area is defined predominantly by strip retail buildings of several eras. The centre continues to have a strong retail focus. A more varied mix of activities is evident behind the main street frontage, including a greater service and industry function along the Atkinson Avenue corridor (outside the special character area). Similarly, community facilities such as churches, schools, and the recreation centre are located down side streets off the main spine.

#### *Visual coherence*

Buildings along the main street spine collectively give a strong visual coherence to the town centre due to the one and two-storeyed scale, evidence of early subdivision pattern with small lot sizes and corresponding building widths, and strong definition of the street edge. A distinctive period of development during the 1920s is evident, with many buildings along Great South Road within the boundary of the special character area dating from this period.

#### **15.1.6.18.4. Architectural values**

##### *Styles*

The overlay area has some remnants of late 19<sup>th</sup> century architecture; the Star Hotel (388-392 Great South Road) built in 1889 is a surviving, though modified, example of this late Victorian style. However, the area is particularly distinctive for its 1920s buildings which establish the dominant character of the town centre. Clustered particularly on the west side of Great South Road, they collectively present a clear picture of main street building typologies that were being built throughout New Zealand around this time. They are generally two-storeys, originally with residential accommodation on the upper level and/or rear, and designed in the Stripped Classical style. This developed as a transition between the ornate detailing of 19<sup>th</sup> century buildings and mid-century modernism, with architectural articulation and decorative detail subdued.

A number of these buildings were designed by well-known Auckland architects, and many were built by Thomas Clements Ltd, a significant building contractor, based in Ōtāhuhu. They present a formal façade to the street which is generally modulated vertically and horizontally with the use of simplified classical detailing such as pilasters, fenestration, window architraves, string courses, cornice lines and decorative parapets concealing roof forms. A number were quite elaborately detailed with plaster decoration. Upper storey windows are typically vertically proportioned and appear as openings in a predominantly solid wall. The buildings have projecting verandahs to provide cover for pedestrian use below. Some notable examples include the Central Buildings, Progressive Buildings, and Kents Building.

**Description:**

The Special Character Areas Overlay – Residential: Isthmus C areas are shown on the four-special character area maps above.

The overlay area encompasses houses located on the slopes of Mount Eden/Maungawhau, Mount Albert/Owairaka, Mount Hobson/Ōhinerau, and Mount St John/Te Kōpuke/Tītīkōpuka. The area also covers a tuff ring in Mount Roskill/Puketāpapa/Pukewīwī. The underlying landscape context in the overlay area reflects volcanic landforms.

The topography of the area is dominated by Auckland's volcanic landscape between the Waitematā and Manukau harbours. A series of ridges and valleys are located between the maunga and rise from the surrounding harbours. Typically the first roads were located along the ridges with secondary roads traversing the areas between. This has had a significant effect on the pattern of development over the whole area, with areas of steep and relatively flat or undulating land across the isthmus. The landform remains evident, reflecting the original topography and demonstrating the early period of subdivision and development, prior to the requirements for maximum gradients of roads and sections.

**15.1.7.4.2. Summary of special character values**

**Historical:**

*The area collectively reflects an important aspect, or is representative, of a significant period and pattern of community development within the region or locality.*

The overlay area is of significance as it demonstrates an early period of residential development in Auckland City. It retains a number of representative areas of late 19<sup>th</sup> and early 20<sup>th</sup> century suburban residential developments with a significant relationship to natural landforms. The area reflects a pattern of residential development in Auckland, whereby housing was constructed on the slopes of the volcanic cones, often to take advantage of the outlook.

Substantial population growth in Auckland and the provision of cheap public transport with the introduction of electric trams resulted in a wave of residential development in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Rural land including that on the volcanic slopes, located close to the city centre, was developed as a result of improvements in roading and the provision of public transport, including the opening of the electric tram network.

The overlay area includes suburban developments to provide larger sections for bigger homes similar to those typically found in the Special Character Areas Overlay – Residential: Isthmus B area from the same period. Houses are generally located on generous sections facing wide streets. Larger sections with wider roads allowed for the development of private gardens and street tree planting which is a dominant aspect of these areas consistent with the Garden Suburb design ideals.



In contrast, the area located on the edge of Mount Eden/Maungawhau was developed in the late 19<sup>th</sup> century with relatively narrow streets and small lot sizes similar to those found in the earliest developed area of the Special Character Areas Overlay – Residential: Isthmus A.

Over the whole area houses are designed in a range of styles from the period and this special character area illustrates the pattern of residential development that took place on the isthmus during the late 19<sup>th</sup> and early 20<sup>th</sup> century in response to improvements in public transport and the roading network. ✓

***Physical and visual qualities:***

*The area collectively reflects important or representative buildings, types, designs, styles, methods of construction, materials and craftsmanship, urban patterns, landscape, and streetscape qualities.*

The overlay area is of significance for its physical and visual qualities as it encompasses a grouping of late 19<sup>th</sup> and early to mid-20<sup>th</sup> century houses, together with associated urban patterns of development. These qualities collectively reflect important trends in New Zealand's residential architectural design and the development of suburban residential areas in the Auckland region.

Two distinctive types of character are reflected in the area. The first is characterised by a steep narrow street pattern set out in the late 19<sup>th</sup> century on the western side of Mount Eden. Site sizes are generally small and the houses are closely spaced.

The second type is characterised by larger sites, lower densities and significant vegetation. A diverse range of residential styles within this area include Victorian and Edwardian styles, together with English Cottage, Arts and Crafts, and other examples of early housing styles.

Other areas include State housing of the late 1930s and early 1940s. The special character is also evident in the pattern of subdivisions and lot sizes, density of housing, set-backs, and front gardens, fences, walls, and hedges.

**15.1.7.4.3. Description of physical and visual qualities**

***Built form***

*Period of development*

The overlay area is significant for its physical and visual qualities as it demonstrates a significant period of residential development that occurred from the late 19<sup>th</sup> century to the 1940s. The built fabric comprises the houses, street layouts and urban form, with a particular focus on the relationship to natural landforms.

*Scale of development*

Houses in the area built from the late 19<sup>th</sup> century to the 1940s are predominantly detached one and two-storey houses. There is a wide range in scale with some

### 15.1.7.6.3. Description of physical and visual qualities

#### ***Built form***

##### *Period of development*

Devonport and Stanley Point are significant for their physical and visual qualities as they demonstrate in their built fabric a significant period of residential and associated development that occurred in this part of the North Shore in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. Most buildings that contribute to the special character values of the area were constructed between 1870 and 1940. The built fabric includes the houses and clusters of early commercial buildings, street layouts and urban form.

##### *Scale of development*

The late 19<sup>th</sup> and early 20<sup>th</sup> century houses in Devonport and Stanley Point include single and two-storey detached residences, as well some examples of terraced houses and co-joined houses from a similar period. Houses include examples at a range of scales, from modest cottages, villas and bungalows to larger examples of these types, as well as substantial two-storey houses in a variety of styles. The local shops, built at a similar time, are also predominantly one and two-storeys.

##### *Form and relationship to the street*

The generally regular positioning of houses on their lots, whether small or larger, contributes to a typically consistent pattern of residential forms along streets within various parts of the area. Houses are generally located close to the front of their sites. In the earliest subdivisions, where narrow road widths of 12 to 15 metres and small lot sizes of around 300 to 500m<sup>2</sup> are evident, setbacks range from around two to four metres, with some variation. In subdivisions from the 1880s onwards, lot sizes typically range from around 450 metres squared to sometimes more than 800m<sup>2</sup>. Subdivisions that created moderate to larger lots allowed for more generous front gardens, with set-backs ranging from around four metres to 10 metres.

Gabled and hipped roof forms are evident throughout most of the area, associated with the Victorian and Edwardian villas, bungalows and other styles of houses present. Verandahs and porches give depth to street elevations and create transitional spaces between the public realm of the street and the private realm of the houses themselves.

Generally low boundary treatments including fences, hedges and walls maintain reasonably open views to and from houses and the street. Typically boundary treatments include picket fences with a range of gate and post types, hedges, or plastered brick walls.

Garages or carports are generally not a dominant presence.

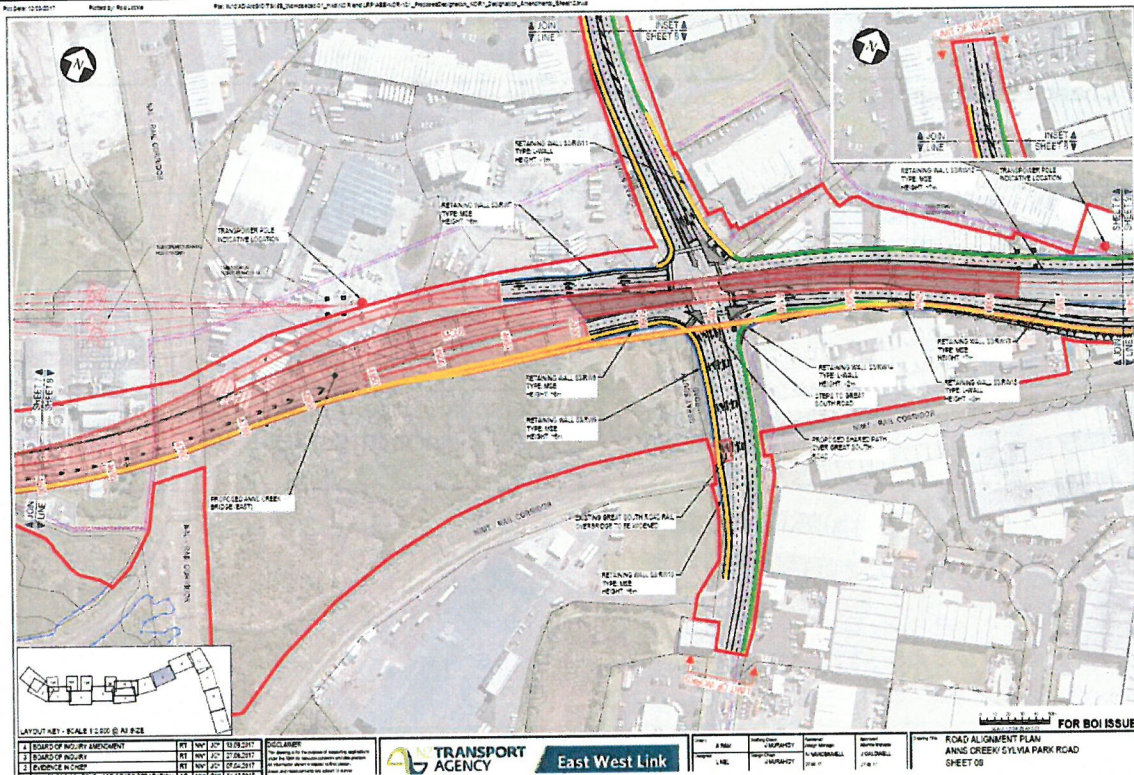
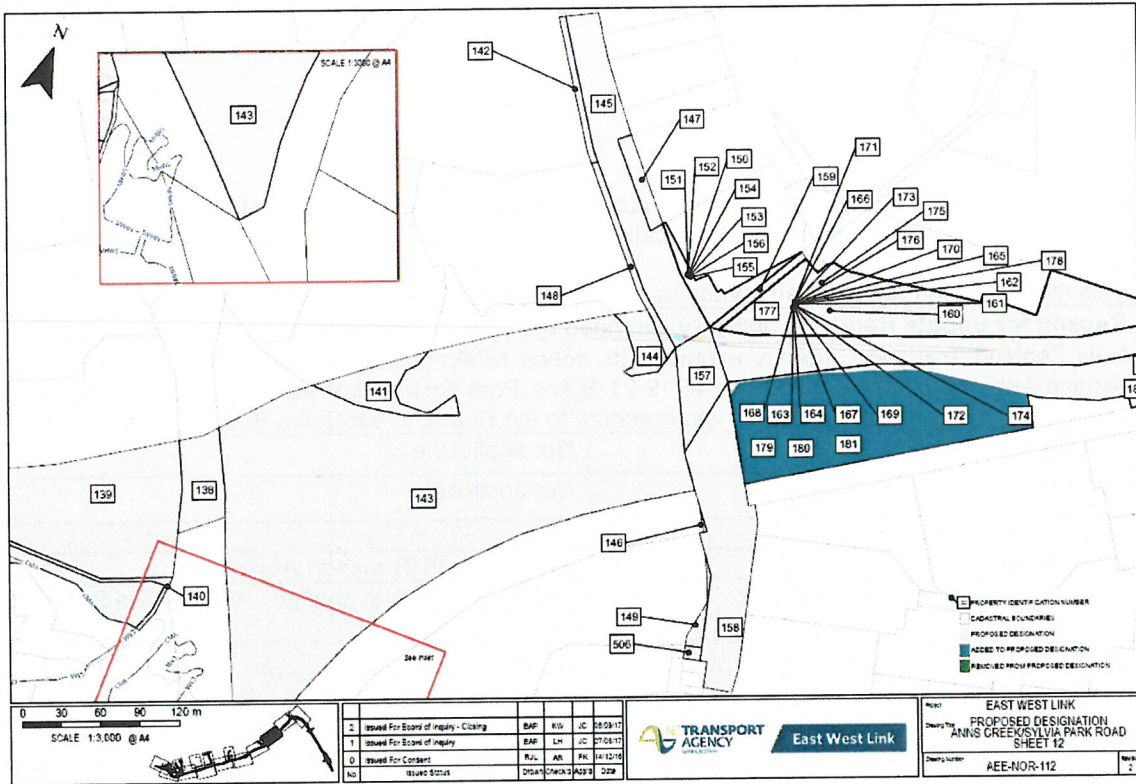
Commercial buildings are typically built up to the front boundary line and occupy the full width of their sites. Typically the purpose built commercial buildings within the overlay area have parapet walls concealing the roof form. However, some are

**UNITARY PLAN UPDATE REQUEST MEMORANDUM****TO** Celia Davison**FROM** Rebecca Greaves**DATE** 13 February 2018**SUBJECT** **East West Link:** Requiring authority request to update notice of requirement's spatial application

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

<b>Reason for update</b> Requiring authority amended the spatial application of its notice of requirement. New Zealand Transport Agency extended its notice NOR1 during the Board of Inquiry hearing to expand further over the Stratex site at 19-21 Sylvia Park Road, Mt Wellington. All relevant parties agreed to the expansion on a joint memorandum to the Board, to which the Board assented.	
<b>Chapter</b>	Not applicable
<b>Section</b>	Not applicable
<b>Designation only</b>	
<b>Designation #</b>	New Zealand Transport Agency
<b>Location: NoR:</b> various locations	Address subject to change: 19-21 Sylvia Park Road, Mt Wellington
<b>Lapse Date</b>	Not applicable
<b>Type of Designation</b>	New
<b>Purpose</b>	Road
<b>Changes to text</b> (shown in underline and strikethrough)	No change
<b>Changes to diagrams</b>	No change
<b>Changes to spatial data</b>	Images on following page.
<b>Attachments</b>	Refer to accompanying documents: 1. Joint memorandum





Prepared by:  
 Rebecca Greaves  
 Principal Planner

Text entered by:  
 Planning Technician  
 N/A

Signature:

Signature:

**Maps prepared by:**

Dean Thompson –  
Geospatial Analyst  
Aucklandwide

**Reviewed by:**

Matt Gouge  
Principal Planner

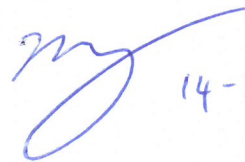
**Signature**



**Celia Davison**

**Manager Central/South**

**Signature:**



14-2-18.

C. Davison 14/2/18

**Signature**

**BEFORE A BOARD OF INQUIRY  
EAST WEST LINK PROJECT**

**UNDER**

the Resource Management Act 1991 (the RMA)

**AND**

**IN THE MATTER OF**

notices of requirement for designation and resource consent applications by the New Zealand Transport Agency for the East West Link Project (the Project)

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**JOINT MEMORANDUM OF COUNSEL REGARDING A MODIFICATION OF THE  
BOUNDARY OF THE NOTICE OF REQUIREMENT OVER  
THE TRAM LEASE/STRATEX SITE**

24 August 2017

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**BIDDLEFINDLAY**  
Solicitors and Barristers  
Barristers and Solicitors  
Auckland

Solicitor Acting: Patrick Mulligan  
Email: [patrick.mulligan@buddlefindlay.com](mailto:patrick.mulligan@buddlefindlay.com)  
Tel 64 9 358 2555 Fax 64 9 358 2055 PO Box 1433 DX CP24024 Auckland 1140



## MAY IT PLEASE THE BOARD:

- 1.1 The purpose of this memorandum is to request, with the agreement of the landowner, Tram Lease Limited and the occupier, Stratex Group Limited that the Board modify the Notice of Requirement (NOR) boundary to extend the proposed designation over the balance of the Stratex manufacturing site at 19-21 Sylvia Park Road, Mount Wellington.
- 1.2 This modification to the boundary of the NOR is proposed in response to the request by Tram Lease and Stratex in their submissions.<sup>1</sup>
- 1.3 The proposed revised NOR boundary is shown on the plan in Attachment A. The parties agree that the Board can modify the physical extent of the proposed designation because:
  - (a) The Board has a clear jurisdiction to modify a requirement;<sup>2</sup>
  - (b) Tram Lease and Stratex both agree to the modification and have requested it in their submissions on the Project;
  - (c) The modification does not alter the essential nature or character of the designation;
  - (d) This modification will provide an opportunity to reduce or mitigate effects during detailed design; and
  - (e) No new parties will be affected by the proposed modification.

## Legal Principles

- 1.4 The relevant legal principles are:
  - (a) A notice of requirement does not prevent issues being addressed by alterations (see *Quay Property Management Limited v Transit NZ*, W28/00 at page 26);
  - (b) There is a power to modify a notice of requirement provided that the modification does not permit changes that would "alter the essential nature or character" of the proposed works (see *Quay Property Management Limited v Transit NZ*, W28/00 at pages 42-43; *Norwest Community Action Group Incorporated v Transpower New Zealand Limited*, A113/01 at paras [47]-[48]);

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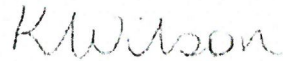
<sup>1</sup> Opening Legal Submissions on behalf of Tram Lease Limited, dated 2 June 2017 at paragraph 11. Stratex submission number 126326, dated 22 March 2017, paragraph 31(a).

<sup>2</sup> Section 149P(4)(b)(ii) of the RMA provides that the Board may modify the requirement or impose conditions on the requirement.

- (c) The power to modify cannot enlarge the scope of the use or uses specified in the requirement (see *Pukekohe Borough Council v Ministry of Works and Development* (1980) 7 NZTPA 185);
  - (d) If the Board reaches the conclusion that the changes are minor, there is a lessening of environmental impact, and that affected landowners remain unchanged, the Board would have the power to make the modifications sought (*Alan Hope T/A Victoria Lodge v Rotorua District Council* [2010] NZEnvC 7 at para [41]).
- 1.5 The case law relating to amendments to resource consent applications is considered relevant to your consideration. The relevant considerations in that regard are settled. They were conveniently recorded in *Frasers Papamoa Limited v Tairāngā City Council* (W90/07) where the Court reiterated the following three considerations regarding a proposal to amend a resource consent application after notification:
- (a) Does it increase the scale or intensity of the proposal?
  - (b) Does it exacerbate or mitigate the impacts of the activity, both in terms of adverse effects and in terms of the Plan and other superior documents?
  - (c) Would parties who have not made submissions have done so if they were aware of the change?
- 1.6 A similar approach was taken to a request to modify a notice of requirement in *Norwest Community Action Group Incorporated v Transpower NZ Limited* (Decision A113/01) at paragraphs [47]-[50].

- 1.7 Tram Lease, Stratex and the Transport Agency consider that the proposed modification is minor, will enable a lessening of environmental impacts and the affected landowners and occupiers remain unchanged, and Board has the ability to modify the physical extent of the requirement as requested.

DATED 24 August 2017



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**Patrick Mulligan / Vanessa Evitt / Kathy Wilson**  
Counsel for the New Zealand Transport Agency



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**Douglas Allan/Daniel Sadler**  
Counsel for Tram Lease Limited



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**Bianca Tree**  
Counsel for Stratex Group Limited

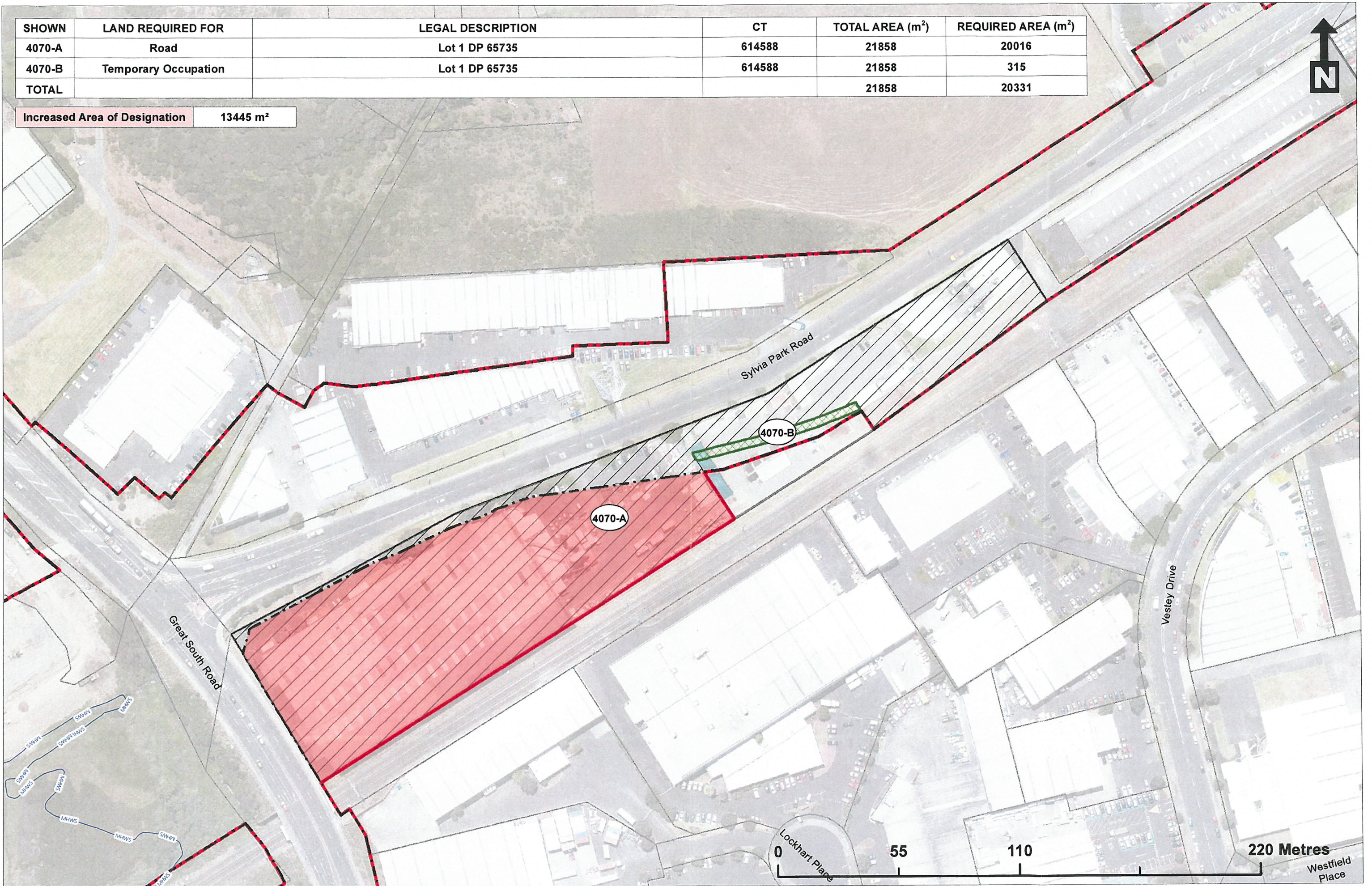


**Attachment A**  
**Revised notice of requirement boundary at 19-21 Sylvia Park Road, Mount Wellington**

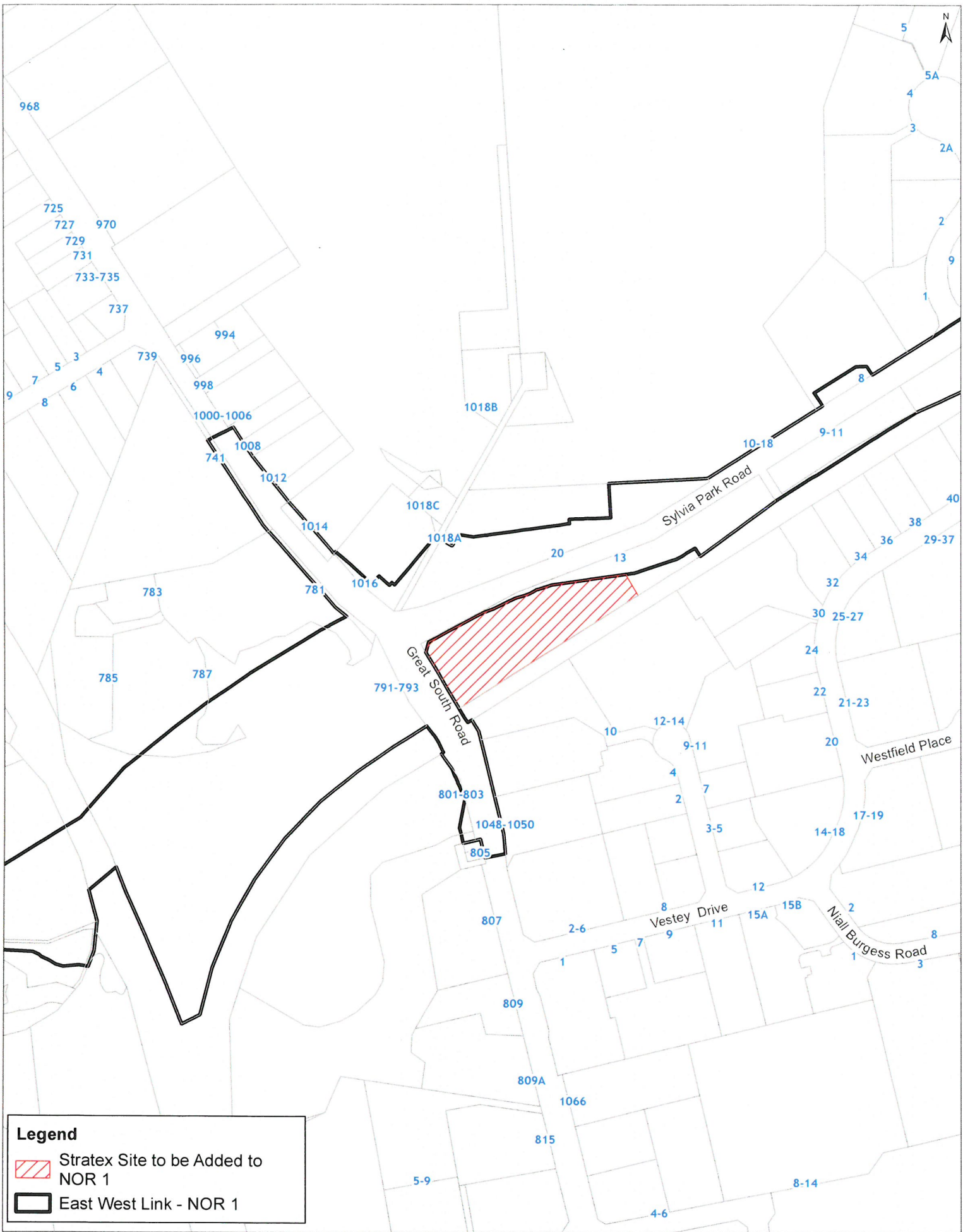


SHOWN	LAND REQUIRED FOR	LEGAL DESCRIPTION	CT	TOTAL AREA (m <sup>2</sup> )	REQUIRED AREA (m <sup>2</sup> )
4070-A	Road	Lot 1 DP 65735	614588	21858	20016
4070-B	Temporary Occupation	Lot 1 DP 65735	614588	21858	315
TOTAL				21858	20331

Increased Area of Designation 13445 m<sup>2</sup>







## East - West Link

### Stratex Site

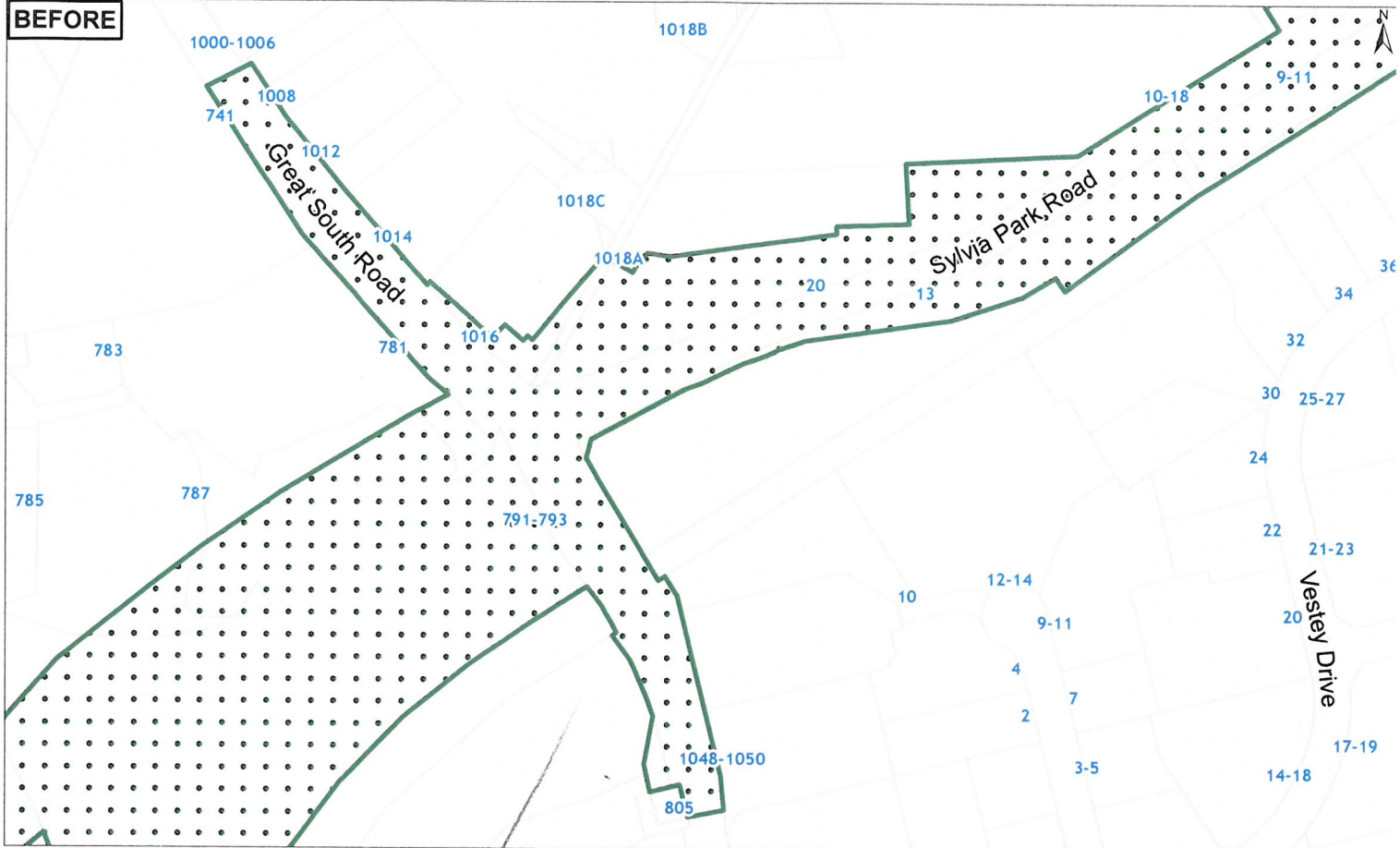


Plans and Places

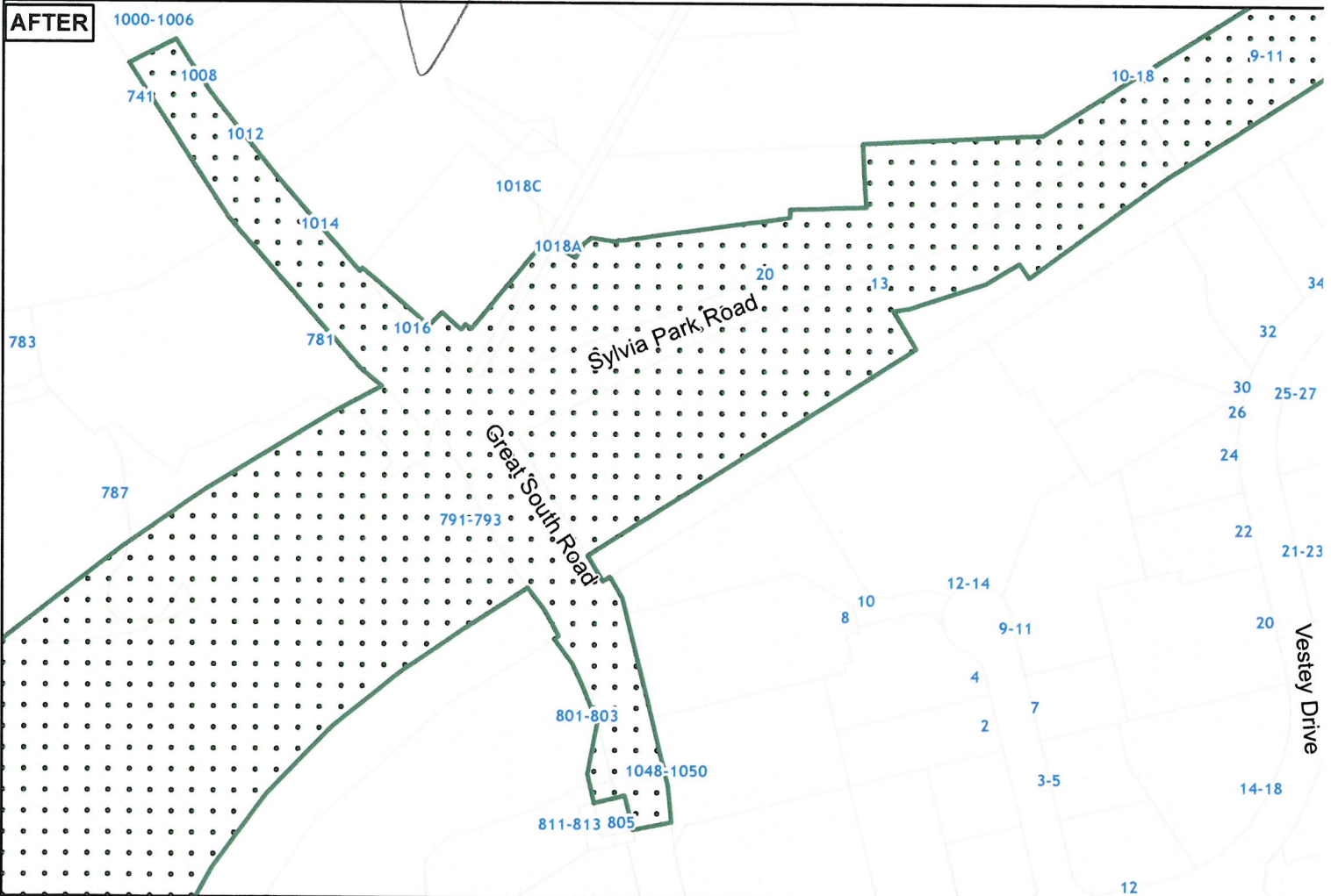
Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 18/01/2018

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: 15/03/2018

## Addition of the stratex site into the East West NOR 1



Plans and Places



# Memo

Date 13/03/18

To: Phill Reid, Auckland-wide Manager  
From: Rebecca Sanders, Principal Planner

Subject: **Plan Modification: Clause 20A Amendment to Chapters E, H and J of the Auckland Unitary Plan (AUP) Operative in part (15 November 2016).**

Delegated authority to T4 manager through Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register (Updated May 2017).

This plan modification requires decision-making pursuant to clause 20A of the First Schedule to the Resource Management Act 1991, as corrections are required to the Auckland Unitary Plan (Operative in Part).

<b>Rule or Section of Unitary Plan</b>	<b>Chapters E, H, and J</b> (see Attachments 1 on the specific sub-sections).
<b>Subject Site (if applicable)</b>	N/A
<b>Legal Description (if applicable)</b>	N/A
<b>Nature of change</b>	<p>There are a number of changes required to the text of Chapters E, H and J.</p> <p><b>Discussion</b> These changes are to correct:</p> <ul style="list-style-type: none"> <li>- Spelling mistakes</li> <li>- Duplication of words</li> <li>- Missing words</li> <li>- Typographical error</li> <li>- Grammatical errors</li> <li>- Cross-references</li> <li>- Formatting errors,</li> <li>- Incorrect labelling,</li> <li>- Slithers of property where a different zone is applied,</li> <li>- Diagram errors,</li> <li>- Numbering errors, and</li> <li>- Deletion of additional words that do not make sense.</li> </ul> <p>See Attachment 1 on the nature of change to the specific sub-sections and text provisions to the Operative in Part version.</p>
<b>Effect of change</b>	These changes are all minor in nature. The amendments do not change the application or intent of the provisions.
<b>Changes required to be made</b>	See Attachments 1 on the changes required to be made to the specific sub-sections and provisions to the Operative in Part version.

**Prepared by:**  
Rebecca Sanders  
Principal Planner  
**Signature:**



**Approved by:**  
Steve Van Kampen  
Team Leader, Auckland-wide Team 1  
**Signature:**



## Attachment 1

Chapter of the AUP that the error falls within  (must select from drop down list only)		Location in AUP (identified by the previous planner)	Nature of change and changes required to be made in the AUP
Chapter E: Auckland-wide	E26 Infrastructure	E26.2.3.1 (A24)	<p><b>Formatting error</b></p> <p><b>Amend to:</b></p> <p>E26.2.3.1 (24)</p> <p>*2 <u>Business</u> – Heavy Industry Zone</p> <p>* P P D R D P** D D P***</p>
Chapter E: Auckland-wide	E40 Temporary activities	E40.4.1 Activity Table	<p><b>Numbering error:</b></p> <p><b>Amend to:</b></p> <p>E40.4 Table E40.4.1</p>
Chapter E: Auckland-wide	E26 Infrastructure		<p><b>Wording error</b></p> <p><b>Amend to:</b></p> <p>E26.5.5.2. General standards</p> <p>...</p> <p>(18) Earthworks (including filling) within a 1% AEP flood plain 100-year AEP flood-plain (excluding road networks):</p> <p>..."</p>
Chapter E: Auckland-wide	E39 Subdivision – Rural	E39.8.2(3)	<p><b>Wording error</b></p> <p><b>Amend to:</b></p> <p><b>E39.8.2</b> (3) subdivision of site in the coastal <u>erosion</u> hazard area:</p>
Chapter E: Auckland-wide	E14 Air quality	Table E14.3.1	<p><b>Spelling error</b></p> <p><b>Amend to:</b></p> <p>E14.3.1 containment <u>contaminant</u></p>



Chapter E: Auckland-wide	E14 Air quality	Table E14.3.1	<p><b>Formatting error</b></p> <p><b>Amend to:</b></p> <p>PM<sub>10</sub> and PM<sub>2.5</sub> numerals to be put into subscript</p>
Chapter E: Auckland-wide	E14 Air quality	E14.4.1 - A38	<p><b>Spelling error</b></p> <p><b>Amend to:</b></p> <p>E14 Throughout whole document</p> <p>(kg/hr) kilogrammes</p> <p>tonnes/day per-day</p>
Chapter E: Auckland-wide	E14 Air quality	E14.4.1 - A100	<p><b>Numbering error</b></p> <p><b>Amend to:</b></p> <p>E14.4.1</p> <p>Move "(A100) Carpet manufacturing involving curing or heating" under "Discharge of contaminants into air from chemical and metallurgical processes" heading in Table E14.4.1</p>
Chapter E: Auckland-wide	E14 Air quality	E14.6.1.1(3)	<p><b>Formatting error</b></p> <p><b>Amend to:</b></p> <p>E14.6.1.1</p> <p>(3) There must be no, dangerous, offensive or objectionable visible emissions.</p>
Chapter H: Zones			<p><b>Wording error:</b></p> <p><b>Amend to:</b></p> <p>H6.6.5</p> <p>(3) Standard H5.6.4 Building height applies to the site at 16 Spring Street, (3)-Freemans Bay (Lot 1 DP 85829) within a 10m setback area along Spring Street, England Street and adjoining the reserve at 10 England Street (Lot 1 DP 85953) as indicated on the planning maps. Outside of the setback area Buildings must not exceed 16m in height.</p>
Chapter H: Zones	H4 Residential - Mixed Housing Suburban Zone	H4.8.2(4)	<p><b>Wording error:</b></p> <p><b>Amend to:</b></p> <p>H4.8.2 (4)</p> <p>Sunlight access</p> <p>(a) Whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criterion:</p> <p>Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):</p> <p>(i) over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Clause <u>Standard</u> H5.6.13; or</p> <p>(ii) over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Clause <u>Standard</u> H5.6.13.</p>

Chapter H: Zones	H5 Residential - Mixed Housing Urban Zone	H5.8.2 (5)	<p><b>Wording error:</b>  <b>Amend to:</b>  H5.8.2 (5)  Sunlight access  (a) Whether sunlight access to the outdoor living space of an existing dwelling on a neighbouring site satisfies the following criterion:  Four hours of sunlight is retained between the hours of 9am – 4pm during the Equinox (22 September):  (i) over 75% of the existing outdoor living space where the area of the space is greater than the minimum required by Clause <u>Standard</u> H5.6.134; or  (ii) over 100% of existing outdoor living space where the area of this space is equal to or less than the minimum required by Clause <u>Standard</u> H5.6.134.</p>
Chapter J: Definitions	Chapter J: Definitions	Definition of 'Non-accessory Parking'	<p><b>Formatting error</b>  <b>Amend to:</b>  Move definition of 'Non-accessory Parking' from under P Heading to under N Heading.  Non-accessory P parking</p>