

Designation Schedule - Auckland Transport (2/3)

Central

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1552	Withdrawn	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

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1575	Withdrawn	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

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

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

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

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

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

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

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

1550 Car Park - Custom Street West

Designation Number	1550
Requiring Authority	Auckland Transport
Location	73-83 Customs Street West, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 308, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Car park.

Conditions

1. Development of the site shall comply with the underlying development controls including the special height control plane for the site.
2. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant section 168 of the Resource Management Act 1991; or
 - b. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1551 Car Park - Beresford Square

Designation Number	1551
Requiring Authority	Auckland Transport
Location	22-28 Beresford Square, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 309, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Car park.

Conditions

1. The upper height limit of the designation is RL 65.065.
2. Development of the site shall comply:
 - a. With the underlying development controls including the special height controls for the site; and
 - b. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
 - i. A new notice of requirement, which shall be publicly notified pursuant section 168 of the Resource Management Act 1991; or
 - ii. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1553 Car Park - Upper Queen Street

Designation Number	1553
Requiring Authority	Auckland Transport
Location	20 Upper Queen Street, Auckland
Rollover Designation	Yes
Legacy Reference	Designation 311, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Car park.

Conditions

1. Development of the site shall comply with the underlying development controls for the site.
2. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified, pursuant Section 168 of the Resource Management Act 1991; or
 - b. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1554 Car Park - High Street

Designation Number	1554
Requiring Authority	Auckland Transport
Location	52-66 High Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 312, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Car park.

Conditions

1. Development of the site shall comply with the underlying development controls for the site;
2. All activities, works and buildings not fully described in the Notice of Requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant section 168 of the Resource Management Act 1991; or
 - b. A notice to alter the designation pursuant to section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1555 Car park - Queen Street

Designation Number	1555
Requiring Authority	Auckland Transport
Location	299 Queen Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 313, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Car park, Civic Centre, Mayoral Drive and Greys Avenue: This designation provides for the operation, maintenance and development of the Civic Centre Carpark and ancillary activities. The principal activities of the Civic Centre Carpark comprise the provision of car parking for uses in and around the Civic Centre including the Civic Administration Building, West Bledisloe Building, Aotea Centre, Auckland Town Hall, Civic Theatre and Sky City Metro complex. The greater part of the roof of the designated car park facility supports Aotea Square and extends, in part, under the Aotea Centre and the Sky City Metro complex.

"Operation" involves the use of the largely underground structure for car parking and for ancillary facilities such as access to and from legal roads, vents and plant. For the avoidance of any doubt, the ticket office in the car park is an ancillary facility.

"Maintenance" involves replacement, repair, upgrading of the existing structure and the ancillary facilities within the designation boundary as required from time to time for the safe and efficient operation of the Civic Centre Carpark.

"Development" relates to provision of additional structures or facilities (within the designation boundary) for additional car parking.

Conditions

1. The provisions of the Unitary Plan (with respect to the protection of heritage buildings) shall be adhered to (and any necessary resource consents obtained) where any works affecting the Auckland Town Hall, or within its Site Surrounds occurs.
2. The provisions of the Unitary Plan (with respect to the Concept Plan for Aotea Square) shall be adhered to (and any necessary resource consents obtained) where any works affecting the Public Open Space zone occurs.
3. The provisions of the Unitary Plan (with respect to the Arts, Civic and Entertainment Precinct) shall be adhered to (and any necessary resource consents obtained) where any works affecting the Precinct occurs.

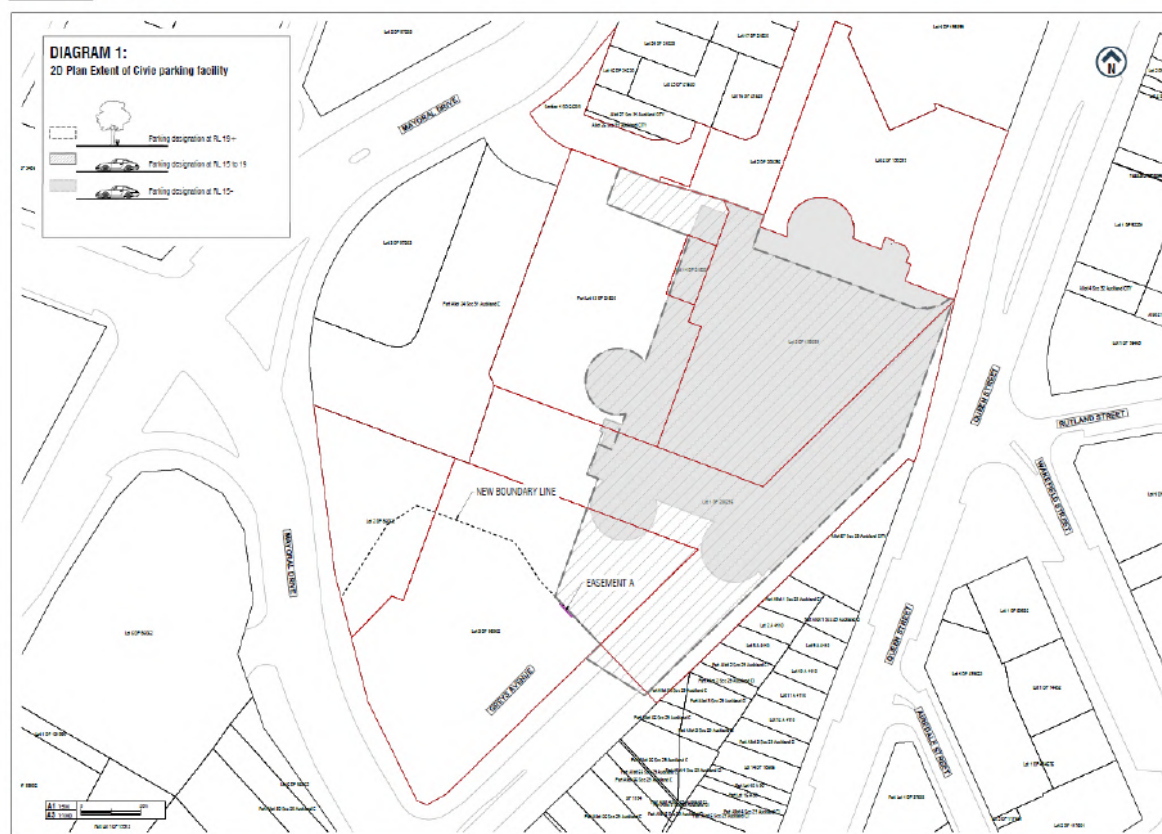
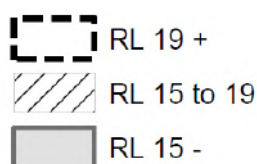
4. All activities, works and buildings not fully described and in the Notice of Requirement shall be the subject of either:

- a. A new notice of requirement, which shall be publicly notified, pursuant Section 168 of the Resource Management Act 1991; or
- b. A notice to alter the designation, pursuant to Section 181 of the Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of Section 181(3) of the Act.

Attachments

Diagram 1 indicates the extent of the designation at each level.

Information depicted on diagram within the text



1556 Britomart Station

Designation Number	1556
Requiring Authority	Auckland Transport
Location	12 Queen Street to Britomart Place, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 314, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

This designation provides for the construction, operation and maintenance of a transport centre and the provision of a rail system. The centre comprises an underground Railway Station, attendant facilities and public access to the station through the main portal of the former Chief Post Office and at other access points. Above-ground features of the centre include the glazed annex to the Chief Post Office building, a series of skylights, ventilation stacks and other servicing plant and equipment.

Conditions

The following conditions apply to the construction of modifications associated with the ongoing operation and maintenance of the transport centre described as the Britomart Transport Centre for the area identified on Figure 1 below:

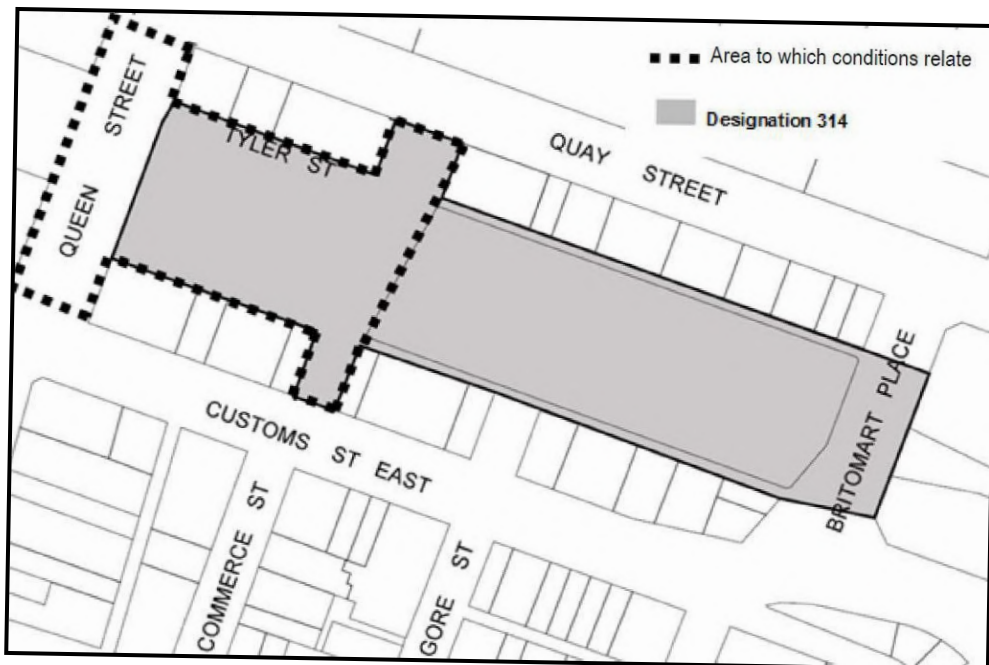


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

DEFINITIONS:

Consult, Consulting, Consultation

The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected and affected in-proximity parties, regarding those effects and proposals for the management and mitigation of them.

Fully operational traffic lane

May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.

Two way access

Access into and out from a site or a road. This access may include restrictions (eg left in, left out) where these are specified within the relevant conditions.

Sensitive Noise and Vibration Receivers

Receivers that may be disturbed during rest, concentration, communication or prayer. These include (but are not limited to):

- Dwellings
- Offices
- Schools, including Child Care Centres and tertiary facilities
- Libraries
- Hospitals
- Rest Homes
- Marae and other Cultural Centres
- Churches
- Hotels or other accommodation facilities.

Best practicable option

Has the meaning under the Resource Management Act 1991 and, for the purpose of these conditions, comprises the best practicable option for minimising the effects of any construction activity (including effects on the transport network or heritage values) on the receiver.

Historic Heritage

Includes heritage buildings, sites and places identified in the New Zealand Heritage List or in the Auckland Council District Plan (Central Area Section) or specifically identified in these conditions.

Mana Whenua

Mana whenua for the purpose of this designation are considered to be the following (in no particular order), who at the time of NoR expressed a desire to be involved in the City Rail Link Project:

- Ngāti Maru
- Ngāti Paoa
- Ngāi Tai ki Tāmaki
- Ngāti Te Ata
- Ngāti Whātua o Orākei
- Te Ākitai
- Te Kawerau o maki
- Ngāti Tamaoho

Material change

Includes any amendment to information informing the CEMP or other Plan (including but not limited to methods, processes, procedures or details) which has the potential materially to increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

Peak Particle Velocity (PPV)

The maximum component peak vibration level (in mm/s) measured in any of three orthogonal axes (vertical, transverse, longitudinal).

Delivery Work Plans

Delivery Work Plans will contain specific objectives and methods for avoiding, remedying or mitigating effects and address the following topics:

- (a) Transport, Access and Parking (Condition 24);
- (b) Construction Noise and Vibration (Condition 28);
- (c) Historic Heritage – Built Heritage (Condition 29)
- (d) Historic Heritage – Archaeology (Condition 30)
- (e) Public Art (Condition 32);
- (f) Social Impact and Business Disruption (Condition 33);
- (g) Air quality (Condition 33A);
- (h) Urban Design (condition 33B); and
- (i) Track Form Design (Condition 33D)

The Project

The construction works and temporary accommodation of Station Plaza as described in section 3 of the NoR AEE.

Railway Station

Means the Britomart Train Station and includes platforms, rail lines, attendant facilities and all public accesses.

Track Form

The elements between the rails and the tunnel track bed.

ABBREVIATIONS

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

GENERAL CONDITIONS

Condition No 1

1.1 Except as modified by the conditions below and subject to final detailed design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the NoR dated May 2015 and supporting documents (as updated by information provided by the Requiring Authority up until the close of the Hearing) being:

- (a) AEE dated May 2015 (Volume 1);
- (b) The Design and Construction Report dated May 2015 (Volume 2);
- (c) Supporting environmental assessment reports dated May 2015 (Volumes 2 and 3);
- (d) Plan sets:
 - (i) Land requirement plan dated May 2015 in Appendix O (Volume 3)
 - (ii) Plans contained in Appendix O (Volume 3)

1.2 Where there is inconsistency between:

- (a) The documents provided by the Requiring Authority listed above and these conditions, these conditions shall prevail.
- (b) The information and plans lodged with the requirements and presented at the Council Hearing, the most recent information and plans shall prevail
- (c) The evidence presented at the Council Hearing and the management plans (DWPs, CEMP, etc.) required by the conditions of this designation and submitted through the Outline Plan, the requirements of the management plans shall prevail

Condition No 2

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), the designation shall lapse if not given effect to within 10 years from the date on which it is confirmed.

Condition No 3

3.1 As soon as Reasonably practicable following the completion of the works enabled under this designation, the Requiring Authority shall:

- (a) Review the area of land designated for the Britomart Transport Centre.
- (b) Identify any areas of designated land that are either no longer necessary for construction activities associated with the Project, or no longer necessary for the on-going operation and/or maintenance of the Britomart Transport Centre or for on-going mitigation measures, specifically the area identified as Construction Support Area B in lower Queen Street.
- (c) Give notice in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

3.2 The Station Plaza Accommodation shall be removed within one year of completion of the Project works.

Condition No 4

4.1 The following construction activities shall not commence and machinery shall not be used on or within the Chief Post Office Building until the building is vacated by all tenants:

- (a) Hand held jackhammer.
- (b) Cutting and sawing of basement and lower basement slabs.
- (c) Light Rockbreaker (i.e. excavator with rockbreaker): 300 kg, 5T to 12T
- (d) Piling.
- (e) Scraping and excavating (i.e. backhoe with bucket).

4.2 The Requiring Authority shall provide written confirmation to Auckland Council that the Chief Post Office Building has been vacated, prior to the construction activities and/ or machinery listed in (a) to (e) commencing.

Advice note: For the purpose of this condition “tenant” shall not include occupation by contractors undertaking the works on the City Rail Link project

5. Appointment of Communication and Consultation Manager

5.1 Within three months of confirmation of the designation, the Requiring Authority shall appoint a Communication and Consultation Manager to implement the Pre-construction Communication and Consultation Plan (Condition 6). The Communication and Consultation Manager shall be the main and readily accessible point of contact for persons affected by or interested in the Project until the commencement of the construction phase of the Project, or the contact person under Condition 15 is appointed.

5.2 The Communication and Consultation Manager's contact details (or, if appointed under Condition 15, that contact person's details) shall be listed in the Pre-construction Communication and Consultation Plan, on the Requiring Authority website, and on the Auckland Council website.

6. Pre-Construction Communication and Consultation Plan

6.1 The objective of the Pre-construction Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders (including Heritage New Zealand Pouhere Taonga and Auckland Council's Built Heritage Unit), affected parties and affected in- proximity parties prior to the commencement of construction of the Project.

6.2 The Requiring Authority shall prepare a Pre-Construction Communication and Consultation Plan. The Plan shall be submitted to Auckland Council's Major Infrastructure Projects Team Manager within 2 months of the Designation being confirmed, for confirmation that the Plan has been prepared in accordance with conditions 6.1 and 6.5 to 6.7.

6.3 The Plan shall be implemented and complied with from its confirmation under condition 6.2 until the commencement of construction of the Project.

6.4 The Plan shall set out recommendations and requirements (as applicable) that should be adopted by and/or inform the development of the CEMP and DWPs.

6.5 The Pre-construction Communication and Consultation Plan shall set out how the Requiring Authority will:

(a) Inform the community of Project progress and likely commencement of construction works and the programme.

(b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the Project.

(c) Seek (and specify reasonable timeframes for) feedback and input from Stakeholders, directly affected and affected in-proximity parties regarding the development of the CEMP and DWPs.

(d) Respond to queries and complaints. Information shall include but not be limited to:

(i) Who is responsible for a response;

(ii) How a response will be provided; and

(iii) The timeframes within which a response will be provided.

(e) Where feedback (in accordance with this condition) is provided, the Pre-construction Communication and Consultation Plan shall articulate how that feedback has informed the development of the CEMP and DWPs and, where it has not, the reason/s why.

6.6 The Pre-Construction Communication and Consultation Plan shall be prepared in consultation with stakeholders, directly affected parties and affected in- proximity parties including, but not limited to:

(a) All property owners and occupiers identified within the designation footprint

(b) All property owners and occupiers adjacent to the Project construction area

(c) Heritage New Zealand Pouhere Taonga

(d) Network Utility Operators; and

(e) Community Liaison Group(s) (refer Condition 8).

6.7 The Pre-construction Communication and Consultation Plan shall, as a minimum, include:

(a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.

(b) Details of the Communication and Consultation Manager for the pre- construction period (Condition 5 of this designation) including contact details (phone, email and postal address).

(c) The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected in-proximity parties and other interested parties. Such methods shall include but not be limited to:

(i) Newsletters.

(ii) Newspaper advertising.

(iii) Notification and targeted consultation with stakeholders, affected parties and affected in-proximity parties.

(iv) The use of the project website for public information.

(d) The methods for communicating and consulting with mana whenua for the implementation of mana whenua principles for the project (refer to condition 9).

(e) The methods for communicating and consulting with the Community Liaison Group(s).

(f) How communication and consultation activity will be recorded.

(g) Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the Project.

6.8 The Pre-construction Communication and Consultation Plan will be publicly available once finalised for the duration of construction.

7. Network Utility Operators

7.1 In the period before construction begins on the Project, the following activities undertaken by Network Utility Operators will not prevent or hinder the Project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:

(a) Maintenance of and urgent repair works to existing Network Utilities.

(b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations.

(c) Minor works such as new property service connections.

(d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the Britomart Transport Centre designation.

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

(a) In place at the time the notice of requirement for the Project was served on Auckland Council; or

(b) Undertaken in accordance with this condition or the section 176(1) (b) RMA process.

8. Community Liaison Group

8.1 Within three months of confirmation of the designation, the Requiring Authority shall, in consultation with the Auckland Council, establish a Community Liaison Group ("Group") for the Project.

8.2 Membership of the Group shall include representative(s) of the Requiring Authority and be open to all directly affected and affected in-proximity parties to the Project including, but not limited to the following:

(a) Representative(s) for and/or directly affected and affected in-proximity property owners and occupiers.

(b) CBD Residents Advisory Group.

(c) Heart of the City.

8.3 In addition to the requirements in Condition 6, the purpose of the Group shall be to:

(a) Provide a means for receiving regular updates on Project progress.

(b) Monitor the effects of constructing the Project on the community by providing a regular forum through which information about the Project can be provided to the community.

(c) Enable opportunities for concerns and issues to be reported to and responded by the Requiring Authority.

(d) Provide feedback on the development of the CEMP and DWPs.

8.4 The Requiring Authority will consult with the Group in respect of the development of the CEMP and DWPs.

8.5 The Requiring Authority shall appoint one or more persons appropriately qualified in community consultation as the Community Consultation Advisor(s) to:

- (a) Provide administrative assistance to the Group.
- (b) Ensure the Group is working effectively (including the development of a Code of Conduct) with appropriate procedures for the Group.
- (c) Act as a community consultation advisor to the Group.

8.6 The Requiring Authority will use its best endeavours to ensure that the Group meets at least annually until the commencement of construction and then at least once every three months or as otherwise required once construction commences.

8.6A The Requiring Authority shall provide the Group with vibration monitoring data relating to the buildings listed in Appendix 1 as required under conditions 26, 27, 28, 34 upon request.

8.7 Once construction has commenced the Requiring Authority will provide an update at least every three months (or as otherwise agreed) to the Group on compliance with these conditions, the CEMP and DWPs and any material changes to these plans.

8.8 The Requiring Authority shall provide reasonable administrative support for the Group including organising meetings at a local venue, inviting all members of the Group, as well as the taking and dissemination of meeting minutes.

8.9 The Group shall continue for the duration of the construction phase of the Project and for six months following completion of the Project.

9. Mana Whenua Consultation

9.1 Within three months of confirmation of the designation the Requiring Authority shall establish a kaitiaki or mana whenua forum to provide for an on- going role for mana whenua in the design and construction of the Project.

9.2 The frequency at which the forum meets shall be agreed between the Requiring Authority and mana whenua.

9.3 The role of the mana whenua forum may include the following:

- (a) Input into the preparation of the CEMP and DWPs.
- (b) Working collaboratively with the Requiring Authority in relation to built heritage and archaeological matters.
- (c) Undertaking kaitiakitanga responsibilities associated with the Project, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the Project.

9.4 The mana whenua forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the project.

10. Network Utility Operator Liaison

10.1 The Requiring Authority and its contractor shall:

- (a) Work collaboratively with Network Utility Operators during the development of the detailed design for the Project to provide for the ongoing operation and access to network utility operations.
- (b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology and duration being known.
- (c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP (Condition 23) and DWPs in relation to management of adverse effects on Network Utility Operations.

10.2 A summary of communication and consultation undertaken between the Requiring Authority and

Network Utility Operators prior to construction commencing shall be provided as part of the Outline Plan.

10.3 The Requiring Authority shall undertake on-going communication and consultation with Network Utility operators throughout the duration of construction, including in relation to changes envisaged by Conditions 21 and 22 affecting Network Utility Operations to ascertain whether or not any changes or updates to the CEMP Network Utilities section are required to address unforeseen effects.

CONSTRUCTION CONDITIONS

11. Outline Plan Requirements

11.1 The Requiring Authority shall submit an Outline Plan to the Auckland Council for the construction of the Project in accordance with section 176A of the RMA. The Outline Plan shall include:

- (a) The Communication and Consultation Plan (Condition 16.4)
- (b) The Construction Environmental Management Plan (CEMP).
- (c) Delivery Work Plans (DWPs).
- (d) Any other information associated with the construction of the Project required by these conditions.

11.2 The plans listed in Condition 11.1 above must clearly document the comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in-proximity parties, and any recommendations received as part of the Independent Peer Review Panel process (where applicable), along with a clear explanation of where any affected party comments or peer review recommendations have not been incorporated.

11.3 The Requiring Authority may choose to give effect to the conditions which relate to the construction of the Project:

- (a) Either at the same time or in parts;
- (b) By submitting one or more:
 - (i) Communication and Consultation Plans
 - (ii) CEMP and/or
 - (iii) DWPs.

11.4 The plans in condition 11.3(b) should clearly show how the part integrates with adjacent or other construction works and interrelated activities (e.g. City Rail Link).

11.5 Early engagement must be undertaken with Auckland Council in relation to preparation and submission of the Outline Plan, in order to establish a programme for the Outline Plan process and to ensure achievable timeframes for both parties.

11.6 All works shall be carried out in accordance with the Outline Plan required by this condition.

12. Independent Peer Review of CEMP and DWPs

12.1 Prior to submitting the CEMP and DWPs to Auckland Council for the construction of the Project, the Requiring Authority shall engage suitably qualified independent specialists agreed to by Auckland Council to form an Independent Peer Review Panel. The purpose of the Independent Peer Review Panel is to undertake a peer review of the CEMP and the DWPs, and provide recommendations on whether changes are required to the CEMP and DWPs in order to meet the objective and other requirements of these conditions.

12.2 The CEMP and DWPs must clearly document the comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in-proximity parties, along with a clear explanation where any comments have not been incorporated. This information must be included in the CEMP and DWPs provided to both the independent peer reviewer and Auckland Council as part of this condition.

12.3 The CEMP and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the independent peer reviewers have been incorporated, and, where they have not, the reasons why not.

12.4 In reviewing the Outline Plan submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer review undertaken in accordance with this condition and any additional information provided to Auckland Council by affected parties

13. Availability of Outline Plan(s)

13.1 For the duration of construction the following plans and any material changes to these plans shall be made available for public viewing on the Requiring Authority's web site:

- (a) CEMP
- (b) DWPs
- (c) Communication and Consultation Plan.

13.2 A copy of these Plans will also be held and made available for viewing at the main Project construction site.

14. Monitoring of Construction Conditions

14.1 The Requiring Authority, its contractor team, and the Auckland Council Consent Monitoring officer(s) shall establish and implement a collaborative working process for dealing with day to day construction processes, including monitoring compliance with these conditions and with the CEMP and DWPs and any material changes to these plans associated with construction of the Project.

14.2 This collaborative working process shall:

- (a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.
- (b) Have a "key contact" person representing the Requiring Authority and a "key contact" person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s).
- (c) The "key contacts" shall be identified in the CEMP and shall meet at least monthly with the Auckland Council Consent Monitoring officer(s) unless a different timeframe is agreed. The purpose of the meeting is to:
 - (i) Report on compliance with these conditions and with the CEMP, DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.
 - (ii) Identify and agree:
 - (a) That material changes have occurred or are required that require a review of the CEMP or DWPs in accordance with Condition 21. The key contacts shall provide the Auckland Council Consent Monitoring officer(s) written confirmation that a material change has occurred or is required and;
 - (b) Which receivers are affected parties.
 - (d) Once construction has commenced, the Requiring Authority and / or the contractor shall provide an update to the Community Liaison Groups (Condition 8) at least once every 3 months, or if in accordance with Condition 8 these groups meet more regularly, at least once every two months.

14.3 The purpose and function of the collaborative working process is to:

- (a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:
 - (i) The works authorised under this designation are being carried out in compliance with the designation conditions, the CEMP, DWPs and any material changes to these plans.
 - (ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP and DWPs and any material changes to these plans.
- (b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP or DWPs, which are not material changes requiring approval under Condition 11 triggering the requirement for a new Outline Plan, can be required, reviewed and confirmed.
- (c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP or DWP.

(d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and the adequacy of the measures adopted to respond to these.

COMMUNICATION AND CONSULTATION

15. Contact Person

15.1 The Requiring Authority shall make a contact person available 24 hours, seven days a week for the duration of construction for public enquiries on the construction works.

16. Communication and Consultation Plan

16.1 The objective of the Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in- proximity parties during the construction of the Project.

16.2 The Requiring Authority shall prepare a Communication and Consultation Plan which shall be implemented and complied with for the duration of the construction of the Project.

16.3 The Communication and Consultation Plan shall set out how the Requiring Authority will:

(a) Inform the community of construction progress and future construction activities and constraints that could affect them.

(b) Provide early information on key Project milestones.

(c) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in-proximity parties regarding the development (as part of the review process provided by Condition 21) and implementation of the CEMP or DWPs.

(d) Respond to queries and complaints including but not limited to:

(i) Who is responsible for responding to feedback and inputs;

(ii) How responses will be provided; and

(iii) The timeframes within which responses will be provided.

16.4 The Communication and Consultation Plan shall, as a minimum, include:

(a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.

(b) The Communication and Consultation Manager for the Project including contact details (phone, email and postal address).

(c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:

(i) All property owners and occupiers within the designation footprint;

(ii) All property owners and occupiers adjacent to the Britomart construction area;

(iii) Heritage New Zealand Pouhere Taonga;

(iv) Auckland Council's Built Heritage Unit;

(v) Community Liaison Group (refer Condition 8); and

(vi) Network Utility Operators, including the process:

a. To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities.

b. For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1) (b) of the RMA during the construction period.

c. For obtaining any supplementary authorisations, including but not limited to resource consents

(including those required under a National Environmental Standard) and easements.

d. For inspection and final approval of works by Network Utility Operators.

e. For implementing conditions 10, 21, 22, and 23 in so far as they affect Network Utility Operations.

(d) How stakeholders and persons affected by the project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints.

(e) How stakeholders and persons affected by the project (including Sensitive Noise and Vibration Receivers) will be consulted in the development and review of the CEMP and DWPs, including specifying reasonable timeframes for feedback.

(f) Methods for communicating in advance temporary traffic management measures and permanent changes to road networks and layouts to directly affected and in-proximity parties, bus (public and private) operators, taxi operators, bus users, and the general public.

(g) Methods for communicating in advance to surrounding communities (including Sensitive Noise and Vibration Receivers) which must be notified at least 24 hours in advance where construction activities are predicted to:

(i) Exceed the construction noise limits (refer Condition 25); or

(ii) Exceed a vibration limit (refer Conditions 26 and 27).

(h) Methods for communicating in advance proposed hours of construction activities outside normal working hours and on weekends and public holidays, to surrounding communities, and methods to record and deal with concerns raised about such hours.

(i) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Condition 9).

(j) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and alternative routes or detours to be used.

(k) A list of stakeholders, directly affected and affected in-proximity parties to the construction works with whom communication will be undertaken.

(l) How communication and consultation activity relating to construction activities and monitoring requirements will be recorded.

16.5 The Communication and Consultation Plan shall also include (as relevant) linkages and cross-references to the CEMP and DWPs.

16.6 The Communication and Consultation Plan shall include a summary of the communication and consultation undertaken between the Requiring Authority and parties as required by the Pre-construction Communication and Consultation Plan, including any outstanding issues or disputes raised by parties.

The Communication and Consultation Plan shall be reviewed six monthly for the duration of construction and updated if required. Any updated Communication and Consultation Plan shall be provided to the "key contacts" (see Condition 14) and the Auckland Council Consent Monitoring officer for review and agreement on any further action to be undertaken.

Any further action recommended as a result of this review shall be undertaken by the Communication and Consultation Manager for the Project and confirmation of completion provided to the Auckland Council Consent Monitoring officer.

If, in the course of amendments undertaken as part of the review process, a material change to the Communication and Consultation Plan is made, those parties affected by the change shall be notified within 1 month of the material change occurring.

17. Concerns and Complaints Management

17.1 Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate a process to address concerns or complaints received about adverse effects. This process shall:

(a) Identify of the nature of the concern or complaint, and the location, date and time of the alleged event(s).

- (b) Acknowledge receipt of the concern or complaint within 24 hours of receipt
- (c) Respond to the concern or complaint in accordance with the relevant management plan, which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

17.2 A record of all concerns and / or complaints received shall be kept by the Requiring Authority. This record shall include:

- (a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (c) Known Project construction activities at the time and in the vicinity of the concern or complaint.
- (d) Any other activities in the area unrelated to the Project construction that may have contributed to the concern or complaint such as non- Project construction, fires, traffic accidents or unusually dusty conditions generally.
- (e) Remedial actions undertaken (if any) and the outcome of these, including monitoring of the activity.

17.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the “key contacts” (see Condition 14).

17.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

17.5 Upon receiving records of the complaint, the Auckland Council Compliance Monitoring Officer may determine whether a review of the CEMP and/or DWPs is required under Condition 21 to address this complaint. The Auckland Council Compliance Monitoring Officer may advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP) AND DELIVERY WORK PLANS (DWPS)

18. Preparation, Compliance and Monitoring

18.1 The objective of the CEMP and DWPs is to avoid, remedy or mitigate any adverse effects (including cumulative effects) associated with the Project construction, so far as is reasonably practicable.

18.2 All works must be carried out in accordance with the CEMP, the DWPs required by these conditions and in accordance with any changes to plans made under Condition 22.

18.3 The CEMP and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Project.

18.4 The DWPs shall give effect to the specific requirements and objectives set out in these designation conditions.

18.5 The CEMP shall include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the DWPs.

18.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Project, it shall meet the reasonable and direct costs of implementing such mitigation measures

19. CEMP Requirements

19.1 In order to give effect to the objective in Condition 18.1, the CEMP must provide for the following:

- (a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager.
- (b) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring.
- (c) The procedure for a cultural heritage induction for all parties involved in excavation works on the Project site, as provided for in Condition 9.
- (d) A Travel Management Plan for each construction site outlining onsite car parking management and methods for encouraging travel to the site using forms of transport other than private vehicle to assist in mitigating localised traffic effects.
- (e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 14, 16 and 17.

19.2 The CEMP shall include details of:

- (a) The site or Project Manager and the Communication and Consultation Manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address).
- (b) The Document management system for administering the CEMP, including review and Requiring Authority / Contractor / Auckland Council requirements.
- (c) Environmental incident and emergency management procedures.
- (d) Environmental complaints management procedures (see also Condition 17).
- (e) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction and the works identified in the Urban Design DWP.
- (f) Specific details on demolition to be undertaken during the construction period.
- (g) Means of ensuring the safety of the general public.
- (h) Methods to assess and monitor potential cumulative adverse effects.
- (i) How Station Plaza, Tyler and Galway Streets will be reinstated upon completion of the Project in accordance with the Urban Design DWP (Condition 33B).

19.3 The Requiring Authority shall update, as necessary, the specific construction methodology for the works under the Chief Post Office building detailing how the works will be undertaken to avoid compromising the structural integrity of the existing structure including the foundation system.

The specific construction methodology shall be updated in consultation with Heritage New Zealand Pouhere Taonga and the Auckland Council's Built Heritage Implementation Unit. A record of this liaison and outcomes shall be included in the CEMP as part of the Outline Plan.

20. CEMP Construction Works Requirements

20.1 In order to give effect to the objective in Condition 18.1, the CEMP shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and/ or where materials and construction machinery are to be used or stored:

- (a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas.
- (b) Methods for managing the control of silt and sediment within the construction area.
- (c) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures.
- (d) Measures to keep the construction area in a tidy condition in terms of disposal and storage of rubbish and unloading and storage of construction materials (including equipment).

- (e) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation.
- (f) Measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.
- (g) How the construction areas are to be fenced and kept secure from the public and the location and specification of any temporary acoustic fences and visual barriers.
- (h) Where practicable and without compromising their purpose, how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated in the screens and fences required by condition (g), to enhance public amenity and connection to the project.
- (i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets).
- (j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.
- (k) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.
- (l) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable.

21. Review Process for CEMP and DWPs

21.1 The CEMP and DWPs shall be reviewed at least annually or as a result of a material change to the Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

- (a) Compliance with designation conditions, the CEMP, DWPs and material changes to these plans.
- (b) Any changes to construction methods.
- (c) Key changes to roles and responsibilities within the Project.
- (d) Changes in industry best practice standards.
- (e) Changes in legal or other requirements.
- (f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction.
- (g) Any comments or recommendations received from Auckland Council regarding the CEMP and DWPs.
- (h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 17.

21.2 The Requiring Authority shall provide the opportunity (and specify reasonable timeframes for) feedback and input from affected parties identified in condition 14.2(c) (ii) regarding the CEMP and DWP review process.

21.3 Any material change proposed to the CEMP and DWPs shall be subject to an independent peer review as required by Condition 12.

21.4 A summary of the review process shall be kept by the Requiring Authority, provided annually to the Auckland Council, and made available to the Auckland Council upon request.

22. Update of CEMP and DWPs following Review

22.1 Following the CEMP and DWPs review process described in Condition 21, the CEMP may require updating.

22.2 Any material change to the CEMP and DWP must be consistent with the purpose and objective of the relevant condition.

22.3 Affected parties and the Community Liaison Group must be notified of the review and any material change proposed to the CEMP and DWPs.

22.4 The CEMP and DWPs must clearly document the comments and inputs received by the Requiring Authority from affected parties about the material change, along with a clear explanation of where any comments have not been incorporated.

22.5 Following that review any material change proposed to the CEMP and DWPs relating to an adverse effect shall be submitted for approval to Auckland Council Compliance and Monitoring Officer, at least 10 working days prior to the proposed changes taking effect. If any changes are not agreed, the relevant provisions of the RMA relating to approval of outline plans shall apply.

23. Network Utilities

23.1 To manage the adverse effects on Network Utilities operations during the construction of the Project, relevant matters in this condition shall be included in the CEMP.

23.2 The purpose of this section of the CEMP shall be to ensure that the construction of the Project adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing Network Utilities that traverse, or are in close proximity to, the designation during the construction of the Project.

23.3 For the avoidance of doubt and for the purposes of this condition an “existing Network Utility” includes infrastructure operated by a Network Utility Operator which was:

- (a) In place at the time the notice of requirement for the Project was served on Auckland Council; or
- (b) Undertaken in accordance with condition 7 of this designation or the section 176(1) (b) RMA process.

23.4 The CEMP shall be prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Project. The CEMP shall include as a minimum:

- (a) Cross references to the Communication and Consultation Plan for the methods that will be used to liaise with all Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation.
- (b) Measures to be used to identify accurately the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities.
- (c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:
 - (i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities.
 - (ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.
- (d) Measures to be used to ensure the continued operation of Network Utility operations and the security of supply of the services by Network Utility Operators at all times.
- (e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Project.
- (f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilization measures), for earthworks in close proximity to existing Network Utilities.

- (i) Vibration management and monitoring for works in close proximity to existing Network Utilities.
- (j) Emergency management procedures in the event of any emergency involving existing Network Utilities.
- (k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Project to Network Utility Operators and the timing for providing these drawings.
- (l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP.

23.5 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP to manage the construction effects on the Operator's Network Utility operation, unless otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP along with reasons if the recommendation is not accepted.

TRANSPORT, ACCESS AND PARKING

24. General Transport, Access and Parking

24.1 A Transport, Access and Parking DWP shall be prepared to manage the adverse effects of construction of the Project on the transport network.

24.2 The objective of the Transport, Access and Parking DWP is, so far as is reasonably practicable, to avoid, remedy or mitigate the adverse effects of construction on transport, pedestrian safety and amenity, parking and property access. This is to be achieved by:

- (a) Managing the road transport network for the duration of construction by adopting the best practicable option to manage congestion.
- (b) Managing pedestrian safety and amenity.
- (c) Maintaining pedestrian access to private property at all times.
- (d) Providing on-going vehicle access to private property to the greatest extent possible

24.3 To achieve the above objective, the following shall be included in the Transport, Access and Parking DWP:

- (aa) The traffic management measures to be in general accordance with the draft temporary traffic management plans 4205003-CS2802 Rev B and 4205003CS2803 Rev B.
- (bb) The name, job title and contact details for the person who will be responsible for dealing with traffic congestion complaints.
 - (a) Details of proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided.
 - (b) Details of widening of footpaths resulting in:
 - (i) Road lane narrowing in Commerce Street.
 - (ii) Road lane narrowing in Galway Street and Tyler Street outside the CPO building.
 - (c) How the displacement of taxi parking spaces, mobility impaired parking spaces and short and long-term parking spaces will be mitigated through relocation generally in accordance with the Flow Transportation Specialists Transport Assessment, dated May 2015, Figure 10 Proposed Parking Plan, including but not limited to the temporary use of the bus stop located outside 2 Queen Street and 152 Quay Street for short term parking during the Project works construction period.
 - (d) How pedestrian circulation and safe movement will be maintained:
 - (i) On Commerce Street, between Tyler Street and Galway Street;
 - (ii) On Galway Street; and
 - (iii) At or adjacent to the intersections of Commerce Street with Customs Street and Quay Street.
 - (e) Details of the reversal of the direction of traffic flow along Tyler Street.

- (f) How disruption to the use of private property will be mitigated through:
 - (i) Ensuring pedestrian and cycle access to private property is retained at all times.
 - (ii) Providing vehicle access to private property as far as practicably possible at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure.
 - (iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.
- (g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
 - (i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring. The objective with regard to pedestrians is to ensure that satisfactory and safe movement is maintained, at or adjacent to the construction works.
 - (ii) With regard to public transport, prioritisation could also apply beyond intersections where travel time savings can be achieved.
 - (iii) Relocating bus stops and taxi stands to locations which, as far as practicably possible, minimise disruption.
 - (iv) Identifying alternate heavy haul routes where these are affected by construction works
- (h) Details of the management of pedestrians on the footpath in the case of an emergency in or evacuation of a building immediately adjacent to a work site.
 - (i) Details of how general traffic access along lower Queen Street will be managed in light of the requirement to remove the current general traffic prohibition at the Lower Queen Street / Quay Street intersection.
 - (j) Cross references to the specific sections in the Communication and Consultation Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.
- (k) How traffic control, monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, shall be carried out during six week periods at the commencement of the following Project construction phases:
 - (i) Site preparation and Station Plaza accommodation works
 - (ii) Britomart Station modification works (including work to the CPO building).
- (l) Detailing the purpose of the monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, which is to identify the need and make up of ongoing temporary traffic control during the Project construction period, in these locations, if required.
- (m) Inclusion of the following requirements:
 - (i) Traffic surveys shall be undertaken by a suitably qualified independent person, 3 months prior to construction of the Project commencing to establish a baseline of existing transport congestion.
 - (ii) Temporary traffic control measures shall be in place between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive, prior to works commencing on each construction phase and remain in place for six weeks. During this six week period:
 - a. Traffic monitoring/ surveys shall be undertaken by a suitably qualified independent person, during the first four weeks between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive to monitor construction traffic impacts on the identified intersections.
 - b. At the conclusion of the four week monitoring period a written report shall be prepared by a suitably qualified independent person describing the observations and providing recommendations for the make-up of ongoing temporary traffic control during the Project construction period if required. The recommendations of the report are binding on the Requiring Authority. This report shall be available prior to the six week temporary traffic control period ending.
 - c. The report required by condition 24.3(m) (ii) (b) shall be provided to all property owners and occupiers of the sites that are identified in Appendix 2, in accordance with condition 16.4(c).

24.4 No permanent closure of Tyler Street and Galway Street will be undertaken during the construction of the project.

24.5 Temporary full width road closure of Tyler Street and Galway Street shall be limited to no more than 10 closures per annum per road and restricted to the length of Tyler and Galway Streets running between the eastern façade of the Chief Post Office and Commerce Street.

24.6 Temporary full width road closures shall be for no longer than any continuous period of three hours in any 12 hour period. Any closure for any longer period shall be limited to a maximum of eight hours between the hours of 11pm and 7am, Monday to Sunday.

24.7 Any temporary full width road closure for three hours or less shall be upon 24 hours prior notice, and the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party.

24.8 Any temporary full width road closure in excess of three hours shall require 72 hours prior notice, the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 72 hours in advance, and will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.

24.9 Communication and consultation of the advance notice of any temporary full width road closures shall be undertaken with all property owners and occupiers of the sites that are identified in Appendix 2 to the Designation, in accordance with condition 16.4(c).

24.10 Where an affected party unexpectedly finds his/her vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative.

24.11 If the Requiring Authority receives complaints from the public regarding the achievement of satisfactory and safe pedestrian movement being maintained, at or adjacent to the construction works, then these complaints shall be investigated.

If the complaints are considered by the Requiring Authority/ Council to be justified, then mitigation measures shall be considered by the Requiring Authority which could include, but should not be limited to

- (a) providing fencing to guide pedestrian movement, or
- (b) modifying signal timings and phases for the benefit of pedestrians, where reasonably practicable at that time.

24.12 The Requiring Authority shall ensure that access to and egress from the Quay Street entrance to the Britomart carpark (located at 88 Quay Street) is maintained by installing a “keep clear” marking across the Britomart carpark entry/exit.

24.13 The Requiring Authority shall ensure that no trucks larger than a 11.5m rigid truck travel to or from or make deliveries to or from the respective work site areas between the hours of 7.30am to 9.30am and 3pm to 6pm.

24.14 Methods to restrict project construction vehicles using Tyler Street and Galway Street east of Commerce Street for the duration of the construction of the Project.

NOISE AND VIBRATION

25. Project Standards - Construction Noise

25.1 Subject to condition 25.2 construction noise shall comply with the following Project Standards:

Receiver Type	Monday to Saturday 0700-2200	Sundays and PublicHolidays 0700-2200	At all other times 2200-0700
Occupied commercial and industrial buildings (including offices)	75dB LAeq	75dB LAeq	75dB LAeq
Sensitive receivers (excluding offices)	1 75dB LAeq 90dB LAFmax	2 65dBLAeq 80dB LAFmax	3 60dBLAeq 75dB LAFmax

25.2 Where the limits in 25.1 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented (Condition 28).

The best practicable option, as defined in the Construction Noise and Vibration DWP must be implemented (Condition 28).

25.3 Construction noise shall be measured and assessed in accordance with the provisions of NZS 6803:1999. The measurement and assessment location is external to the buildings at 1m from the façade.

26. Project Standards - Construction Vibration

26.1 Construction vibration shall comply with the following Project Standards for building damage:

Type of Structure	Short term (transient) vibration 1				Long-term (continuous) vibration
	PPV at the foundation at a frequency of			PPV at horizontal plane of highest floor (mm/s)	PPV at horizontal plane of highest floor (mm/s)
	1-10Hz (mm/s)	10-50Hz (mm/s)	50-100Hz (mm/s)		
1. Commercial Industrial	20	20-40	40-50	40	10
2. Residential School	5	5-15	15-20	15	5
3. Structures that are historic (of intrinsic value) and are sensitive structures	3	3-8	8-10	8	2.5

26.2 Line 1 of the above table shall apply to the Britomart Transport Centre with the exception of those elements listed in 26.3.

26.3 Line 2 shall apply to the CPO's masonry façade. In accordance with Standard DIN 4150-3:1999, measurements shall be made as close as practicable to the masonry façade at both the level of the foundations supporting the masonry façade and at the level of the CPO's highest floor (refer to Appendix 3).

Note:

1. Standard DIN 4150-3:1999 defines short-term (transient) vibration as "vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated". Long-term (continuous) vibration is defined as all other vibration types not covered by the short-term vibration definition.

26.4 Construction vibration shall be measured in accordance with German Standard DIN 4150-3:1999.

26.5 Where the limits in 26.1 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented for that receiver (Condition 28 (h) and (i)), provided that Condition 28.3(p) is complied with.

27. Project Standards - Construction Vibration (Amenity)

27.1 Between the hours of 10pm and 7am vibration generated by construction activities shall not exceed:

- (a) a Peak Particle Velocity (PPV) of 0.3mm/s when measured at any part of the floor of any bedroom;
- (b) a noise level of 35 dB LAeq (15min) when measured in any bedroom.

27.2 Between the hours of 7am and 10pm vibration generated by construction activities shall not exceed:

- (a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and
- (b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms);

27.3 The limits in 27.1 and 27.2 shall be investigated and applied only upon the receipt of a complaint from any building occupant. They shall not be applied where there is no identified concern from an occupant of a building.

27.4 Where the limits in 27.1 and 27.2 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented for that receiver (Condition 28).

28. Construction Noise and Vibration DWP

For the avoidance of doubt, this condition is applicable to the management of construction noise and vibration on all receivers, including sensitive receivers.

28.1 A Construction Noise and Vibration DWP shall be prepared and implemented.

The objective of the Construction Noise and Vibration DWP is to provide for the development and implementation of identified best practicable options to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting from construction.

28.2 The Construction Noise and Vibration DWP shall:

- (a) Adopt the noise and vibration standards for construction set out in Conditions 25, 26 and 27 of this designation.
- (b) Be generally consistent with the draft Construction Noise and Vibration DWP submitted as part of the Notice of Requirement documentation.
- (c) Identify methods to achieve the best practicable option for mitigating adverse effects.

28.3 To achieve this objective, the Construction Noise and Vibration DWP shall include:

- (a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects.
- (b) External piling and saw cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday
- (c) Exclusion of vibratory rolling and rock breaking during night-time periods (10pm to 7am) unless equipment trials confirm compliance can be achieved with Project criteria in condition 27.1.
- (d) A restriction on the use of sheet piling and vibratory rolling unless it can be demonstrated that any material damage to the CPO will be avoided.
- (e) Construction machinery and equipment to be used and their operating noise and vibration levels.
- (f) Acoustic hoardings shall be installed over all ground floor windows and doors of the Chief Post Office prior to construction commencing.
- (g) Mobile acoustic enclosures shall be used for concrete cutting activities if this is the Best Practicable Option and in accordance with health and safety procedures.
- (h) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 25, 26 and 27 of this designation.
- (i) Identification of each activity that is predicted to exceed or measured to exceed the limits in conditions 25, 26 or 27 and the best practicable option to minimise adverse effects from those construction activities that is generally consistent with section 8.3 of the draft Construction Noise and Vibration DWP submitted as part of the NoR documentation.
- (j) The timing of construction activities that are likely to create an adverse noise and vibration effect.
- (k) The location of sensitive noise and vibration receivers.
- (l) A record of communication and consultation with sensitive receivers. The record must include a clear explanation where any comments from sensitive receivers have not been incorporated in the Construction Noise and Vibration DWP, and the reasons why not. This information must be included in the Construction Noise and Vibration DWP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11.
- (m) Specific measures to address the concerns raised by those sensitive receivers.
- (n) Specific training procedures for construction personnel including:
 - (i) The project noise and vibration performance standards for construction (conditions 25, 26 and 27).
 - (ii) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration receivers.
 - (iii) Construction machinery operation instructions relating to mitigating noise and vibration.
- (o) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed by the Requiring Authority and the affected receiver.
- (p) Monitoring systems and construction methodologies shall be developed and implemented so that the vibration limits given in 26.1 are not exceeded unless:
 - (i) Further detailed assessment of the specific construction plant to be used (from site specific trials); and
 - (ii) Specific vulnerability assessment of all sensitive features of the CPO building have been undertaken; that
 - (iii) Clearly demonstrate that higher vibration limits are appropriate.
- (q) The vulnerability assessment of sensitive features (required by condition 28.3(p)(ii)) shall include:
 - (i) A description of the existing condition and quality of the features;
 - (ii) An assessment of the likely extent of the effect of the higher vibration limits on those features;
 - (iii) Clear identification of the areas to which the higher limits apply.
- (r) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:

- (i) Updating the predicted noise and vibration contours based on the final design and construction activities.
- (ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 31. This includes consideration of those buildings in Appendix 1.
- (iii) The timing and location for monitoring of buildings during construction is required.
- (iv) Identifying appropriate monitoring locations for receivers of construction noise and vibration.
- (v) Procedures for working with the Communication and Consultation Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources.
- (vi) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer.
- (vii) Procedures for how works will be undertaken should they be required as a result of building condition surveys.
- (s) Cross references to the specific sections in the Communication and Consultation Plan which detail how landowners and occupiers are to be communicated with about noise and vibration effects.
- (t) The identification of structure type (in accordance with condition 26) of any buildings or structures subject to a building condition survey required by condition 31.

BUILT HERITAGE/ARCHAEOLOGY

29. Historic Heritage - Built Heritage

29.1 A Chief Post Office Built Heritage DWP (CPO DWP) shall be prepared to provide a framework to manage the adverse effects on the built heritage values of the CPO and, where relevant, other buildings referenced in this condition, during, and after the construction of the Project.

Those aspects of the CPO DWP relating to the CPO building shall be based on the Chief Post Office Revised Conservation Plan (2003).

The Requiring Authority shall consult HNZPT, and Auckland Council's Built Heritage Unit and the CPO long-term lessee in the preparation of the CPO DWP.

29.2 The objective of the CPO DWP is to avoid where practicable or otherwise minimise adverse effects on the heritage values of the Chief Post Office and, where relevant, other buildings, during the construction of the Project works (including reinstatement) adopting the best practicable option. To achieve the above objective, the following shall, as a minimum, be included in CPO DWP:

- (a) Identification of the key heritage values of the CPO.
- (b) Details of the assessment of alternative construction methods which may achieve the objective of the CPO DWP.
- (c) Details of how the option selected by the Requiring Authority achieves the objective of the CPO DWP.
- (d) Preparation of a Building Record and Salvage Strategy that outlines a suitable set of procedures for the removal, storage and for later refitting and reuse of elements of the CPO.
- (e) The proposed methods for monitoring building damage that are to be undertaken by a suitably qualified person for the duration of the Project works.
- (f) Identification and methodology for recording Built Heritage elements directly affected by the construction, or associated pre- and post- construction, which are to be:
 - (i) Adaptively reused;
 - (ii) Partially retained in design and construction;
 - (iii) Integrated into other elements of the City Rail Link.
- (g) The key stages of the preferred construction option when a suitably qualified heritage architect will be required on site to monitor sensitive works and to make decisions regarding construction works that may result in adverse effects on the built heritage values of the Chief Post Office building.
- (h) In addition to the CPO, the CPO DWG is to detail:

- (i) How other Built Heritage Buildings and Structures will be protected during construction through the use of screening or other protective measures to mitigate adverse construction effects; and
- (ii) How mitigation or rectification of damage to Built Heritage Buildings and Structures identified in Appendix 1 will be addressed.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which detail how HNZPT, Auckland Council's Built Heritage Unit and the CPO long-term lessee (see condition 16) are consulted, and the communication with the general public on the management of the adverse effects relating to Built Heritage.
- (j) How reinstatement works for the CPO building will address the permanent treatment of heritage elements identified in the Heritage Covenant and Revised Conservation Plan (2003).

30 Historic Heritage – Archaeology DWP

30.1 A The objective of the Historic Heritage – Archaeology DWP is to provide a framework for the avoidance, remediation or mitigation of adverse effects on archaeological remains during construction, as far as reasonably practicable.

30.2 The Historic Heritage – Archaeology DWP shall be prepared by the Requiring Authority in consultation with HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation).

30.3 To achieve the above objective the following matters shall be included in the Historic Heritage – Archaeology DWP:

- (a) Details of pre-construction briefing(s) for contractors on site to inform them of the nature and form of archaeological material that may be encountered. Training procedures for all contractors are to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological remains, what these remains may look like, and the relevant provisions of the HNZPT Act 2014 relating to archaeological sites. Attendance at these briefing and training sessions is to be recorded.
- (b) The regulatory role of HNZPT under the archaeological provisions of the HNZPTA 2014 in the management of archaeological remains is to be clearly identified.
- (c) A methodology for the supervision and inspection of all excavations.
- (d) A plan which shows the areas to be monitored for archaeological material.
- (e) A methodology, which is to be updated and confirmed prior to works commencing, for monitoring, recording, sampling, investigation and analysis to include provision for:
 - (i) Procedures for recording any archaeological remains or evidence before it is modified or destroyed, including opportunities for the conservation and preservation of artefacts and eco-facts (biological material) that are discovered. Consideration shall be given to the incorporation of in-situ material or artefacts into the design of stations and / or public places associated with the Project works.
 - (ii) Provision for 'post-excavation' archiving, assessment and analysis of the archaeological records and materials; and publication of results of these works within 12 months of completion of archaeological works or annually if the works form part of a staged project over an extended period of time, whichever is the lesser.
- (iii) Allocation of resources for Carbon 14 dating and eco-fact treatment and conservation (wood, metal and other organic material).
- (f) An artefact management plan (see HNZPT Artefact Management information sheet), the purpose of which is to outline where artefacts will be stored (both short and long term), analysed and either displayed, discarded or returned to landowner (see the Protected Objects Act 1975)
- (g) Protocols (tikanga) for discovery of artefacts of Māori origin, especially koiwi. (h) Protocols for compliance with the Protected Objects Act 1975.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which details how HNZPT, Auckland Council's Heritage Unit (Cultural Heritage Implementation) and mana whenua (see condition 9) are consulted, and the communication with the general public on the management of the adverse effects relating to pre and post 1900 archaeology.

(j) How opportunities to interpret and display archaeological finds to the public within the Project area will be identified and implemented, including how HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation) will be involved in this process.

(k) A methodology for the updating of the New Zealand Archaeological Association ARCHSITE database and the Auckland Council Cultural Heritage Inventory files and for the reporting of the work undertaken at the completion of construction.

BUILDING CONDITION SURVEYS

31. Process for Building Condition Surveys

31.1 Prior to construction, a building survey shall be undertaken of (as a minimum) those buildings listed in Appendix 1, pursuant to Condition 31.2(b).

In addition to those buildings listed in Appendix 1, a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by the Requiring Authority based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it.

Building damage criteria will initially be assessed in accordance with Burland, J.B. (1997) "Assessment of Risk of Damage to Buildings due to Tunnelling and Excavation". Additional factors which may be considered in determining whether a building condition survey will be undertaken include:

- (a) Age of the building
- (b) Construction types
- (c) Foundation type/s
- (d) General building condition
- (e) Proximity to any excavation
- (f) Whether the building is earthquake prone and
- (g) Whether any basements are present in the building.

31.2 Where, prior to construction, it is determined that a Building Condition Survey is required in accordance with Condition 31.1, or if measurements exceed the criteria in Condition 26:

- (a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP.
- (b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report
- (c) The Requiring Authority shall contact the owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment.
- (d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer.
- (e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments.
- (f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken.
- (g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.
- (h) The Requiring Authority shall, as part of the Building Condition Survey and in accordance with the advice of the suitably qualified person identified in Condition 31.2(a), determine whether the building is

classified as Commercial / Industrial, Residential / School or a Structure that is Historic and sensitive in terms of Condition 26.

(i) The type of structure shall be clearly stated in the relevant building condition survey report developed in accordance with condition 31.2(b).

31.3 During construction:

(a) The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building.

(b) Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority.

31.4 Following construction:

(a) The Requiring Authority shall, within 12 months of the commencement of operation of the Project, contact owners of those buildings and structures where a Building Condition Survey was undertaken to confirm the need for undertaking a post-construction condition assessment.

(b) Where a post-construction building condition survey confirms that the building has deteriorated as the result of construction or operation works relating to the Project, the Requiring Authority shall, at its own cost, rectify the damage.

(c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 31.3(b) or 31.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

PUBLIC ART

32. Public Art DWP

32.1 A Public Art DWP shall be prepared to manage the adverse effects on public art located within or in close proximity to the designation footprint.

32.2 The objective of the Public Art DWP is to enable the appropriate removal and / or relocation of public art directly affected by the construction of the Project.

32.3 To achieve the above objective, included in the Public Art DWP shall be the process that will be undertaken to remove the public art, its storage, re-establishment or relocation and / or replacement (as part of the restoration works associated with the Project), including the consultation undertaken with the Auckland Council and proposed implementation.

32.4 If one does not already exist, an asset management plan shall be prepared by the Requiring Authority in collaboration with Auckland Council for any of the public art works as part of any protection or removal process.

32.5 Should any public art works be removed prior to and separate from the Project, this condition will not need to be complied with.

SOCIAL IMPACT AND BUSINESS DISRUPTION

33. Social Impact and Business Disruption DWP

33.1 The Requiring Authority shall prepare a Social Impact and Business Disruption DWP, the objective of which is to avoid, remedy or mitigate the adverse effects arising from disruption to businesses, residents and community services/facilities so far as reasonably practicable.

33.2 To achieve this objective the Requiring Authority shall engage a suitably qualified specialist(s) to prepare a Social Impact and Business Disruption DWP to address the following specific issues:

- (a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated.
- (b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated.
- (c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP and other DWPs.

33.3 The Social Impact and Business Disruption DWP shall be prepared in consultation with the community, community facility operators, business owners, affected parties and affected in-proximity parties to:

- (a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses.
- (b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and any community services/facilities as a result of construction of the Project.
- (c) Assess access and servicing requirements and in particular any special needs of residents and businesses.
- (d) To develop methods to address matters outlined in (b) and (c) above, including:
 - (i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and community services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking condition 24 and the Transport, Access and Parking DWP.
 - (ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction.
 - (iii) The measures to promote a safe environment, taking a crime- prevention-through-environmental-design approach.
 - (iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking, parking options and access
 - (v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements.
 - (vi) The process (if any) for re-establishment and promotion of normal business operation following construction.
 - (vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations).

33.4 The Social Impact and Business Disruption DWP shall include:

- (a) A summary of the findings and recommendations of the Social Impact Assessment report (2015).
- (b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation).
- (c) An implementation plan of the methods to mitigate the disruption effects (as developed in 33.3 above).
- (d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP).
- (e) Cross reference to detail on how the CEMP and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity.
- (f) Details of on-going consultation with the local community through the Community Liaison Groups to provide updates and information relating to the timing for project works and acquisition.
- (f) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).

33.5 The Social Impact and Business Disruption DWP shall be implemented and complied with for the duration of the construction of the Project and for up to 12 months following the completion of the Project if required.

33.6 Suitably qualified independent specialists for the social impact and business disruption mitigation (whose appointment shall be agreed by the Council) shall peer review the Social Impact and Business Disruption DWP pursuant to Condition 12.

33.7 The Requiring Authority shall prepare an annual report on the identification, monitoring, evaluation and management of the effects outlined in the Social Impact and Business Disruption DWP together with a summary of matters raised by the community, and how these have been responded to. The report shall be presented to the Community Liaison Group.

AIR QUALITY

33A Air Quality DWP

33A.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Project or any part of it.

33A.2 The objective of the Air Quality DWP is to detail the best practicable option to avoid dust and odour nuisance being caused by construction works and to remedy any such effects should they occur.

33A.3 To achieve the above objective the following shall be included in the Air Quality DWP and implemented as required:

- (a) The procedures to be implemented for the continuous monitoring of Total Suspended Particulate (TSP) concentrations and meteorology including, but not limited to, the establishment of two monitoring sites (to the north and south of the site);
- (b) Identification of the sensitive locations, and the specific methods for monitoring, including trigger limits to determine whether further action (such as implementation of the mitigation measures discussed below or other mitigation measures) is required;
- (c) Procedures for responding to malfunctions with construction machinery or works causing accidental dust discharges including, but not limited to, the requirement to remedy any malfunction within 24 hours;
- (d) Procedures for monitoring weather conditions and the requirement that water spray is used on soil stockpiles, any non-paved construction areas, and the wheels of trucks where dust may disperse beyond the site;
- (e) Procedures for establishing when the covering of trucks will be required;
- (f) Procedures for determining when hard surfaced areas in construction yards and active construction areas should be cleaned including, but not limited to, the requirement that such areas be cleaned whenever dust generation occurs due to traffic on these surfaces;
- (g) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites) including, but not limited to, the requirement to address discharge of objectionable odour by immediately ceasing the activity causing the discharge;
- (h) Procedures for equipment inspection (including timeframes for regular inspections), maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms to mitigate dust emissions;
- (i) Procedures for, where practicable, limiting dust and odour nuisance and the methods for monitoring these procedures including Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:
 - (i) Cleaning of air filtration intakes; or
 - (ii) Cleaning of other buildings and infrastructure;
- (j) Procedures for responding to any complaints received and the timeframes for response to complaints and reporting;

(k) Cross references to the specific sections in the Communication and Consultation Plan which detail how the communities in the vicinity of construction works are to be communicated with on the management of the adverse effects relating to air quality.

URBAN DESIGN

33B Urban Design DWP

33B.1 The Requiring Authority shall prepare an Urban Design DWP. The objective of the Urban Design DWP is to:

- (a) Enable the integration of any above ground construction works and structures and the Station Plaza Accommodation into the surrounding landscape and design context so far as reasonably practicable having regard to the temporary nature of the Project;
- (b) Provide for the use and reinstatement of Station Plaza to the same or better standard as existed prior to the Project works being undertaken; and
- (c) Include provision for the use and reinstatement of Construction Support Areas A and C.

33B.2 The Urban Design DWP shall be implemented and complied with for the duration of the construction and operation of the Project.

33B.3 To achieve the above objective the following matters shall be addressed in the Urban Design DWP:

- (a) Design for the Station Plaza Accommodation and Construction Support Areas A and C should:
 - (i) Ensure a safe and secure pedestrian environment through the incorporation, implementation and management of best practice crime-prevention-through-environmental-design principles, systems and equipment.
 - (ii) During construction, way-finding signs should be easy to identify and understand and should indicate convenient and safe universal access pedestrian movement routes on public streets.
 - (iii) Any hoardings or fencing required during construction should be perceived as an integral design element of the Station Plaza building.

33B.4 Details of how the Station Plaza and Construction Support Areas A and C will be reinstated upon completion of the Project to:

- (a) As a minimum, the same standard that existed prior to the project works being undertaken; and
- (b) In a manner that is coherent within the wider area and/or recent public realm upgrades in the area.

33C Interim Vibration Testing

33C.1 After construction of the structural modifications to the CPO required by CRL but before the Track Form Design DWP (required by condition 33D) is finalised, the Requiring Authority shall undertake testing to determine the vibration transfer function(s) between the finished base of the tunnel (upon which the track-form will be constructed) and representative occupied spaces of the CPO building. The testing methodology and the vibration transfer function results shall be used to inform the vibration mitigation measures required for the final track-form design.

33D Track Form Design DWP

33D.1 During the design and prior to construction and installation of the track-form the Requiring Authority shall prepare a Track Form Design DWP (TFD DWP). The objective of the TFD DWP is to demonstrate how the design will achieve compliance with the operational vibration and regenerated noise standards of condition 34.

33D.2 To achieve the above objective, the TFD DWP shall set out, in detail, the final design of the specific vibration mitigation measures to be utilised to minimise operational rail noise and vibration to achieve compliance with the project standards in condition 34. In particular, the TFD DWP shall address the following matters (as a minimum):

- (a) A description of the methodology and results of the vibration transfer function testing required by condition 33C.1;

- (b) Details of the final mitigation measures and predicted resulting vibration and reradiated noise levels. The report will give consideration to different isolation systems between the rail and the CPO, taking into account of the chosen structural design of the track bed, transfer beams and rail enclosure structure;
- (c) A full description and drawings of the final design and demonstration of how compliance with the standards in condition 34 will be achieved.

OPERATIONAL CONDITIONS

34. Operational Rail Vibration

34.1 The Requiring Authority shall confirm that operational rail vibration and reradiated noise levels comply with the following Project Criteria at any Sensitive Noise and Vibration Receiver existing at the time of lodgement of the NoR:

Building Type	Vibration Criteria Velocity ² (mm/s)	Reradiated Noise Criteria (dB L _{ASmax} re: 20 µPa)
Commercial uses with primarily daytime use ¹	0.14	40
Residences and buildings	0.1	35
Auditoria/Theatres	0.1	30
TV/Recording Studios	0.05	25

Notes:

- Such as offices and businesses (excluding activities on the Lower Basement, Basement and Ground Floor of the CPO).
- Maximum one-second root-mean-square (RMS) value with an upper frequency limit of 80 Hz.

34.2 For any noise or vibration sensitive building types that are not provided for in the table above, the upper limit for vibration and reradiated noise shall not exceed a RMS level (1s, maximum) of 0.21 mm/s and 50 dB L_{ASmax} respectively.

34.3 When assessing operational rail vibration and reradiated noise, compliance with Conditions 34.1 and 34.2 shall be achieved for 95% of at least 20 train pass-by 'events'. The events shall be representative of the rolling stock fleet operating on the line and shall include maintenance activities unless such activities are undertaken after 6pm or before 8:30am.

34.4 When assessing operational rail vibration measurement shall be made in accordance with Section 5.2.3 of BS6472-1:2008 with respect to measurement locations.

35. Operational Noise – Mechanical Ventilation Plant

35.1 Operational noise from mechanical ventilation plant servicing the underground rail sections of the Project shall be measured and assessed in accordance with the following Project Criteria:

Location	Period	dB L _{Aeq}	dB L _{AFmax}
Auckland Central Area	7:00am to 11:00pm	65	75
	11:00pm to 7:00am	60	

35.2 Measurements shall be undertaken in accordance with New Zealand Standard NZS 6801:2008 "Acoustics – Measurement of environmental sound" and assessed in accordance with New Zealand Standard NZS 6802:2008 "Acoustics - Environmental Noise".

36. Operational Noise and Vibration Management Plan (ONVMP)

36.1 To manage the adverse effects from the maintenance and operation of the Project, the Requiring Authority shall, prior to the operation of the Project, prepare an Operational Noise and Vibration Management Plan, (ONVMP) to the satisfaction of Auckland Council's Compliance Monitoring Manager.

The objective of the ONVMP shall be to ensure that the tracks, rolling stock and associated infrastructure (including ventilation and other mechanical plant) are maintained and operated in accordance with maintenance standards as outlined in the Requiring Authority's maintenance programme for the Project, so that operational noise and vibration levels received at noise sensitive receiver locations comply with Condition 34, and noise levels comply with Condition 35.

36.2 The ONVMP shall set out procedures for:

- (a) Determining the best practicable option to manage operational noise and vibration.
- (b) The maintenance of rolling stock to minimise noise and vibration emissions including, but not limited to, the management of wheel roughness and flats, braking systems, cooling systems, suspension systems and any other significant source associated with the operation of locomotives.
- (c) The maintenance of tracks to minimise noise and vibration emissions, including, but not limited to, the management of curve squeal, rail roughness, joint constructions and any other significant source associated with the use of the tracks.
- (d) The implementation of mitigation measures associated with the operation and maintenance of the Project, for the operational life of the Project.
- (e) The management of noise and vibration and regenerated noise resulting from maintenance of the line, including, but not limited to activities such as:
 - (i) Rail grinding and polishing
 - (ii) Use of rail maintenance trucks
 - (iii) Inspection of tracks
- (f) The management of noise from the operation of the line, including, but not limited to, the use of audible warning devices and acceleration / deceleration controls (where relevant).
- (g) The management of noise and maintenance of noise-generating equipment from stations and associated ventilation and mechanical plant infrastructure including, but not limited to, PA systems, fans and ventilation noise and audible warning devices.
- (h) The Requiring Authority shall prepare a monitoring regime to include:
 - (i) The identification of monitoring locations; and
 - (ii) An annual check of operational rail reradiated noise in relation to the Chief Post Office, in accordance with condition 34.
 - (i) The results of this annual monitoring are to be provided to Auckland Council's Compliance and Monitoring Manager. In the event of non-compliance with condition 34, mitigation shall be implemented in accordance with the provisions of the ONVMP.

36.3 The ONVMP shall be adhered to at all times. It may be updated or amended at any time with the approval of Auckland Council's Compliance Monitoring Manager.

ADVICE NOTES

AN1 It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under s43 of the HNZPT Act 2014) archaeological site without the prior authority of HNZPT issued under the HNZPT Act 2014. That authority will include a comprehensive set of conditions in respect of the management, monitoring, recording, investigation, analysis and reporting of archaeological evidence that may be

encountered. The HNZPTA 2014 also requires that approval is sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist (ArchaeologistMN@heritage.org.nz).

In the event of unanticipated archaeological sites or koiwi being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with Heritage New Zealand Pouhere Taonga and relevant iwi interests.

AN2 The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

AN3 Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with condition 6 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

AN4 Subject to these conditions, under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Project without the written approval of the Requiring Authority.

AN5 Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

AN6 Tyler and Galway Streets and Construction Support Area B are located within the footprint of CRL Designation 1 and as such are subject to condition 47 of that designation. This condition requires the development of an Urban Design Delivery Work Plan to ensure that the areas within the designation footprint used during the construction of the CRL are restored.

AN7 Condition 11.4 of the Britomart Designation requires the Station Plaza Urban Design DWP to show how the plan will integrate with adjacent construction works and interrelated activities (e.g. City Rail Link).

Appendix 1 to the Designation– Heritage buildings for building condition surveys. Refer condition 31

Condition 31 of this designation requires as part of the CEMP process the confirmation of where and when building condition surveys will be undertaken in relation to Built Heritage (including those affected as a result of excavation). In accordance with condition 31, a building condition survey shall be undertaken as a minimum for the following buildings:

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

21 Queen Street	Zurich House
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Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

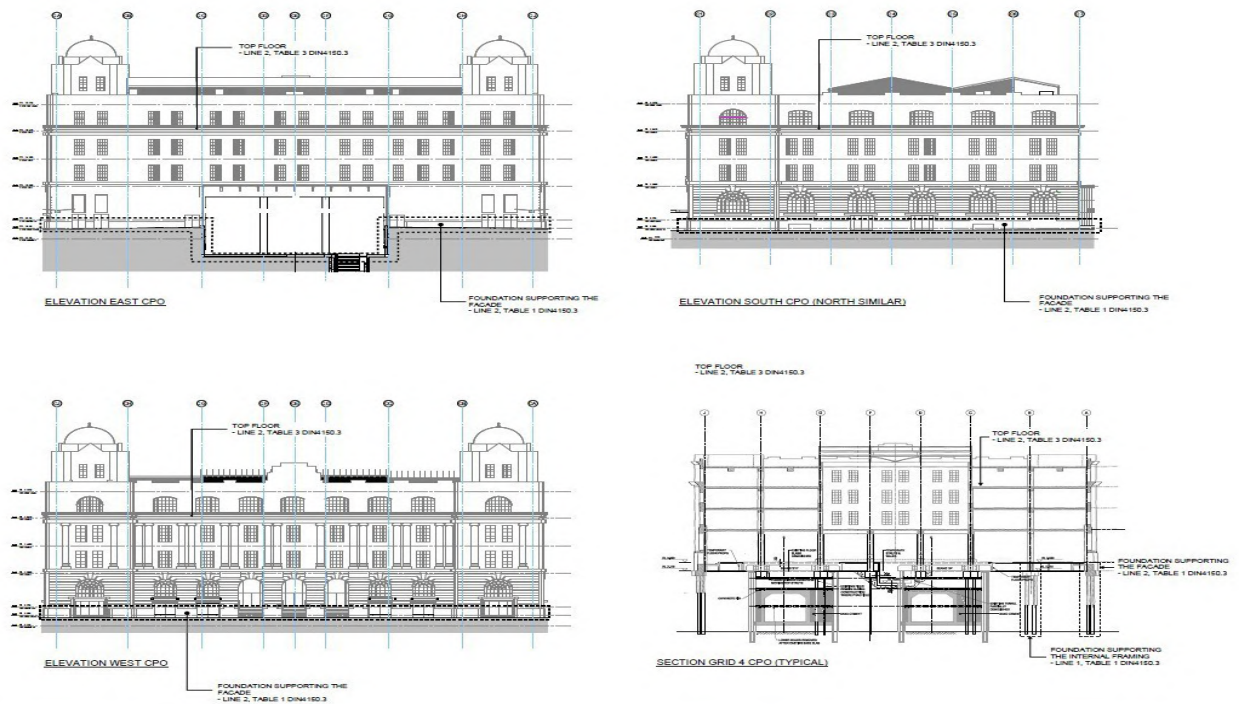
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

Address	Property Known As
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street	
10 Customs Street East	Barrington Building
16 Customs Street East	

Location plan showing sites for traffic monitoring



Appendix 3 – Diagram of the Chief Postal Office Building indicating the foundations supporting the masonry façade and the building’s highest floor. Refer Condition 26.3



Attachments

No attachments.

1557 Car Park - Fanshawe Street

Designation Number	1557
Requiring Authority	Auckland Transport
Location	72 Fanshawe Street, Auckland Central
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
 - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
 - b. Communications, water supply and energy supply infrastructure;
 - c. Stormwater drainage and other surface water management infrastructure;
 - d. Earthworks;
 - e. Pruning and removal of all non-scheduled vegetation within the site; and
 - f. Temporary traffic management necessary to implement works.
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
 - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
 - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
 - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
 - d. Bicycle stands, racks, cages and other forms of bicycle storage;
 - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
 - f. Customer service booths;
 - g. Barrier arms;
 - h. Parking sensors;
 - i. Signage relating to parking information, management and enforcement;
 - j. Lighting;
 - k. CCTV cameras; and
 - l. Toilet facilities.
3. Any changes to the mix of the function of the parking (short / long term);
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities

within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

Works requiring an Outline Plan of Works

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

Advice Note

For the avoidance of doubt, increasing the height of the parking structure (adding more parking decks and so forth) falls outside the scope of this designation.

Conditions

Construction Hours, Construction Noise and Mitigation

1. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year as much as is reasonably practicable.

Table 1

Fanshawe Street parking Level 1, Level 1A, Level 2 and Level 3			
Day	Time Period	Duration of work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)

Weekdays	7am – 10 pm	80	70
Saturdays	8am – 5pm	75	70

Table 2

Fanshawe Street parking Level 4A, Level 4, Level 3A and Level 2A			
Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	8am – 5pm	80	70
Saturdays	8am – 1pm	75	70

Construction work is limited to the times and noise levels set out in Table 1 is subject to the following:

- The limits in Table 1 do not apply to emergency works pursuant to sections 330 and 330B of the Resource Management Act 1991; and
- Construction works may be undertaken up to 12pm on weekdays provided that (unless otherwise agreed in writing by the [Body Corporate]):
 - the relevant noise limits set out in Tables 1 and 2 are met; and
 - this occurs on no more than 7 days within any 12 month period; and
 - written notice of such works is given to the [Body Corporate] at least two weeks prior to the works commencing.

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

Construction Vibrations

2. Any vibrations from construction activities shall comply with the following:

- Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for	7am-	0.20

residential use	10pm	
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

Sediment Control during Earthworks

3. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar design.

Tree Protection Measures

4. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

Complaints Management

5. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

Complaints Received: Construction Noise or Vibration

6. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

Prior notice of construction activities

7. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

Network Utilities

8. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

Archaeological and Heritage

9. Subject to condition 10, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

10. Condition 9 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

Damage to Adjacent Properties

11. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

As-Built Plans

12. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

Access

13. That at all times best endeavours will be used so that physical access be maintained to other properties.

14. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and

- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

Attachments

No attachments.

1558 Road Widening - The Strand

Designation Number	1558
Requiring Authority	Auckland Transport
Location	The Strand, Parnell
Rollover Designation	Yes
Legacy Reference	Designation 319, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening purposes.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1559 Car Park - Graham Street

Designation Number	1559
Requiring Authority	Auckland Transport
Location	23 Graham Street, Auckland Central
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
 - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
 - b. Communications, water supply and energy supply infrastructure;
 - c. Stormwater drainage and other surface water management infrastructure;
 - d. Earthworks;
 - e. Pruning and removal of all non-scheduled vegetation within the site; and
 - f. Temporary traffic management necessary to implement works.
2. Minor operational improvements including those involving the installation of new 'parking infrastructure' including the following elements:
 - a. Changes to the parking layout, including the location and configuration of parking bays, access and circulation areas within the designated site, provided that the total number of public parking bays is not increased;
 - b. Resurfacing of floors, at-grade, and metalled parking surfaces;
 - c. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
 - d. Bicycle stands, racks, cages and other forms of bicycle storage;
 - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
 - f. Customer service booths;
 - g. Barrier arms;
 - h. Parking sensors;
 - i. Signage relating to parking information, management and enforcement;
 - j. Lighting;
 - k. CCTV cameras; and
 - l. Toilet facilities.
3. Any changes to the mix of the function of the parking (short / long term);
4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms,

bollards, barriers, traffic separators and islands);

5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;

6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;

7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;

8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);

9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;

10. Earthworks to implement any of the above; and

11. Temporary traffic management necessary to implement any of the above.

12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

13. The designation only relates to the public parking level at 23 Graham Street and excludes any private: land, title, or building.

Works requiring an Outline Plan of Works

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

Advice Note

For the avoidance of doubt, increasing the height of the parking structure (adding more parking decks and so forth) outside the scope of this designation.

Conditions

Construction Hours, construction noise and mitigation

1. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803: 1999 Acoustics – Construction Noise, meets the following noise limits all days of the year as much as is reasonably practicable.

Table 1

Day	Time Period	Duration of Work	
		Short term duration (less than 15 consecutive calendar days)	Long term duration

		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	8am – 5pm	80	70
Saturdays	8am – 1pm	75	70

Construction work is limited to the times and noise levels set out in Table 1 is subject to the following:

- The limits in Table 1 do not apply to emergency works pursuant to sections 330 and 330B of the Resource Management Act 1991; and
- Construction works may be undertaken up to 12pm on weekdays provided that (unless otherwise agreed in writing by the [Body Corporate]:
 - the relevant noise limits set out in Tables 1 are met; and
 - this occurs on no more than 7 days within any 12 month period; and
 - written notice of such works is given to the [Body Corporate] at least two weeks prior to the works commencing.

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

Construction Vibrations

2. Any vibrations from construction activities shall comply with the following:

- i. Blasting and pile driving activities must be controlled to ensure any resulting ground vibration does not exceed the limits set out in Table 1 of DIN 41503 (1999): Structural vibration – Part 3 Effects of vibration on structures when measure on the foundation or the horizontal plane of the highest floor of an affected building.
- ii. Stationary vibrating, reciprocating and rotating machinery and all piping, ducting and other equipment attached to such machinery must be installed and maintained so that any resulting vibration does not exceed the limits of the following table when measured in adjacent buildings or areas of buildings under different ownership from the source of the vibration:

Affected occupied building or area	Time of day	Maximum vibration level in rms velocity (mm/s) between 8 and 80Hz
Buildings in a heavy industry or light industry zone	All	0.80
Buildings for commercial activities	All	0.40
Habitable rooms of buildings designed for residential use	7am-10pm	0.20
Sleeping areas of buildings designed for residential use	10pm-7am	0.14
Surgery rooms of health care facilities	All	0.10

Sediment Control during Earthworks

3. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Council Technical Publication 90 *Erosion and Sediment Control Guideline for Land Disturbing Activities in the Auckland Region* or similar

design.

Tree Protection Measures

4. Any trees on site shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

Complaints Management

5. A complaints management system shall be developed and implemented for construction works on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

Complaints Received: Construction Noise or Vibration

6. If any complaints are received regarding construction noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

Prior notice of construction activities

7. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

Network Utilities

8. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure located on the site is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work potentially affecting Network Utility Operators' infrastructure.

Archaeological and Heritage

9. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

- i. Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease; and
- ii. The Requiring authority shall immediately secure the area so that any artefacts or remains are untouched; and
- iii. The Requiring authority shall notify tangata whenua, the Heritage New Zealand and Auckland Council (and in the case of human remains, the New Zealand Police) as soon as practicable that an archaeological site has been exposed so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the archaeological site until any approval required from the Heritage New Zealand is obtained.

10. Condition 9 shall not apply where the Requiring authority holds all relevant approvals under the

Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

Damage to Adjacent Properties

11. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

As-Built Plans

12. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

Access

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

14. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

Attachments

No attachments.

1560 Road Widening - Nelson Street

Designation Number	1560
Requiring Authority	Auckland Transport
Location	110 Nelson Street, 217-223 Hobson Street and 54, 86-88 Cook Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 321, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening purposes.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1562 Road Widening - Queen Street

Designation Number	1562
Requiring Authority	Auckland Transport
Location	75 Queen Street (near Customs Street), Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 324, Auckland City Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening purposes.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
2. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
 - a. an assessment of the effects of the historic heritage values of the place;
 - b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

Attachments

No attachments.

1564 Road Widening - Federal Street

Designation Number	1564
Requiring Authority	Auckland Transport
Location	86 Federal Street, 68 Victoria Street West, and 99, 109-125 Albert Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 327, Auckland City Council District Plan (Central Area Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening purposes - 8.23m from the road centre line.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1565 Pedestrian Access Way - Hardinge Street

Designation Number	1565
Requiring Authority	Auckland Transport
Location	128-130 Hardinge Street, Central Auckland
Rollover Designation	Yes
Legacy Reference	Designation 330, Auckland Council District Plan (Central Area Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed pedestrian mall.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1567 Road Widening - Neales Lane

Designation Number	1567
Requiring Authority	Auckland Transport
Location	34-38 Greys Avenue, Central Auckland
Rollover Designation	Yes
Legacy Reference	Designation 334, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed building line for road widening purposes - strata only, to a minimum unobstructed height of 5m.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1568 Park & Ride - Onehunga Train Station

Designation Number	1568
Requiring Authority	Auckland Transport
Location	109-111 Onehunga Mall, Onehunga
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Public off-street parking, including ongoing maintenance, repairs and like for like replacement works to the existing parking facility and minor operational improvements to the same.

Works exempt from providing an Outline Plan of Works

Auckland Transport shall be exempt from providing an Outline Plan of Works for the following works, subject to the conditions of this designation.

1. Maintenance, repairs and like for like replacement including the following elements:
 - a. Vehicle access related assets and facilities (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
 - b. Communications, water supply and energy supply infrastructure;
 - c. Stormwater drainage and other surface water management infrastructure;
 - d. Earthworks;
 - e. Pruning and removal of all non-scheduled vegetation within the site; and
 - f. Temporary traffic management necessary to implement works.
2. Minor operational improvements involving the installation of new 'parking infrastructure' including but not limited to the following:
 - a. Resurfacing of floors, at-grade, and metalled parking surfaces;
 - b. Re-marking of parking bays, access ways, and other painted markings on the parking surfaces;
 - c. Bicycle stands, racks, cages and other forms of bicycle storage;
 - e. Pay and display machines, kiosks, and other types of ticket dispensers and ticket booths;
 - f. Customer service booths;
 - g. Barrier arms;
 - h. Parking sensors;
 - i. Signage relating to parking information, management and enforcement;
 - j. Lighting;
 - k. CCTV cameras; and
 - l. Toilet facilities.
3. Any changes to the mix of the function of the parking (short / long term);

4. Maintenance, repairs and like for like replacement of all vehicle access related assets and facilities within the designated site (including but not limited to markings, ramps, speed humps, kerbs, berms, bollards, barriers, traffic separators and islands);
5. Maintenance, repairs and like for like replacement of all stormwater drainage and other surface water management infrastructure within the site, including any treatment devices utilising planting;
6. Installation of new stormwater management infrastructure (including treatment devices) to avoid, remedy or mitigate localised flooding or surface water problems on the site;
7. Maintenance, pruning and removal of all non-scheduled vegetation within the site;
8. In the case of parking buildings and structures, maintenance, repairs and like for like replacement of parts of the building / structure (including but not limited to a building's interior and exterior cladding, cavities, roofs, doors, windows, lifts, stairwells and lighting, electrical and electronic systems);
9. Maintenance and replacement of communications, water supply and energy supply infrastructure necessary to support the above;
10. Earthworks to implement any of the above; and
11. Temporary traffic management necessary to implement any of the above
12. For the avoidance of doubt, in the case of mixed use buildings, the specified works provided for by the designation only applies to the proportion of the building/structure dedicated to non ancillary public parking.

Works requiring an Outline Plan of Works

Auckland Transport shall prepare an Outline Plan of Works for any increase in the total number of public parking bays within the designated site, provided that this does not involve any new or extended parking structure or building.

For the avoidance of doubt, any new or extended parking structure or building falls outside the scope of this designation.

Conditions

Construction Hours

1. Construction (including all works) shall be limited to the following hours, with the exception of emergency works pursuant to Sections 330 and 330B of the RMA:
 - a. Weekdays: 7.00am - 7.00pm;
 - b. Saturdays: 8.00am - 4.00pm; and
 - c. Sundays & Public Holidays: No work.

Construction Noise Limits and Mitigation

2. Any construction works and related activities on the site shall be conducted so as to ensure that the resultant noise, as measured in accordance with the requirements of NZS 6803:1999 Acoustics – Construction Noise, meets the following noise limits all days of the year.

Day	Time Period	Duration of Work
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		Short term duration (less than 15 consecutive calendar days)	Long term duration
		Leq (dBA) (30 min)	Leq (dBA)
Weekdays	7am – 10pm	80	70
Saturdays	8am – 5pm	75	70

During construction, the principles for managing construction noise set out within New Zealand Standard 6803: 1999, Acoustics – Construction Noise shall be formally adopted.

Construction Vibrations

3. The vibrations from all construction activities must comply with the peak particle velocity limits in table 1 of German Standard DIN 4150–3:1999 Structural Vibration—Effects of Vibration on Structures.

Sediment Control during Earthworks

4. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the public stormwater system. The location and specification of the erosion and sediment control device(s) shall be in accordance with Auckland Regional Council Technical Publication 90.

Tree Protection Measures

5. All trees shall be retained wherever possible. Prior to any site works, temporary tree protective fencing shall be erected around the base of trees to be retained. The temporary tree protection fences can be constructed using orange plastic mesh (or equivalent), but this must be supported by waratahs (or equivalent) placed firmly into the ground. The waratahs will have two stands of wire attached to them (top and bottom) and the orange plastic mesh must be fastened to the wires at 1 metre intervals (top and bottom). Any sediment control measures can be fixed to the lower of the temporary tree protection fence, but must be otherwise be installed to the manufacturer's standards. No works, storage of materials, cement/concrete washings and leaching of chemicals, tracking of any machinery, stockpiling of spoil, trenching or alteration of soil grade, or other contamination shall occur within those areas demarcated by a temporary protective fence. All temporary protective fences shall remain in place throughout the duration of the construction works.

Complaints Management

6. A complaints management system shall be developed and implemented for any works project on the site. It must specify the responsible persons for maintaining the complaints register, procedures to be followed in investigating and resolving complaints and procedures for reporting complaints to Auckland Transport and Auckland Council.

Complaints Received: Noise or Vibration

7. If any complaints are received regarding noise and/or vibration, monitoring and reporting shall be undertaken as required by Auckland Council to establish whether the activities are complying with the above requirements, and what action is required to ensure compliance.

Prior notice of construction activities

8. Neighbouring properties in the immediate vicinity of construction areas shall be given prior notice in writing of the commencement of construction activities no less than 5 working days before, and shall be informed about the expected duration of the works.

Network Utilities

9. The Requiring authority shall adopt best practice techniques for construction to ensure that all Network Utility Operators' infrastructure is protected and that public safety is ensured. The Requiring authority shall advise all Network Utility Operators at least 10 working days prior to the commencement of any work affecting Network Utility Operators' infrastructure.

Archaeological and Heritage

10. Subject to condition 11, if any archaeological sites, including human remains are exposed during site works, then the following procedures shall apply:

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

11. Condition 10 shall not apply where the Requiring authority holds all relevant approvals under the Historical Places Act 1993, apart from the requirement to contact the New Zealand Police in the event of discovery of human remains.

Damage to Adjacent Properties

12. The Requiring authority and its contractors shall, in addition to complying with all other construction related conditions, take all reasonable steps to prevent or mitigate any nuisance or damage to adjacent properties during construction. The Requiring authority will reinstate any property damaged during construction, including any instability or collapse of land or boundary treatments, or provide compensation to the affected owner if reinstatement is not possible.

As-Built Plans

13. The Requiring authority shall provide one set in hard copy and one set in electronic data file (via CD or email) of as-built plans for the Council's property files. The as-built plans shall be prepared in accordance with the requirements of the Auckland Council Development Code, detailing all engineering works completed.

Access

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

15. Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorised by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on land in which Vector has a property interest, whether or not that is authorised by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any other party authorised by Vector will:

- Give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works, notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;

- Meet any necessary health and safety requirements;
- Undertake, to the extent reasonably practicable, the works in a way to avoid or minimise effects on the operation of the carpark; and
- Remedy at Vector's cost any physical damage Vector causes to the car park facility as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

Attachments

No attachments.

1571 Road Widening - Beaumont Street

Designation Number	1571
Requiring Authority	Auckland Transport
Location	101-107 Beaumont Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 376, Auckland City Council District Plan (Central Area Section) 2005
Lapse Date	11 April 2027 unless given effect to prior

Purpose

Building line for road widening purposes.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on 11 April 2027 unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1572 Road Widening - Westhaven Drive

Designation Number	1572
Requiring Authority	Auckland Transport
Location	2 Westhaven Drive, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 377, Auckland City Council District Plan (Central Area Section) 2005
Lapse Date	11 April 2027 unless given effect to prior.

Purpose

Building line for road widening purposes.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on 11 April 2027 unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1573 Road Widening - Halsey Street

Designation Number	1573
Requiring Authority	Auckland Transport
Location	109 Fanshawe Street, Auckland Central
Rollover Designation	Yes
Legacy Reference	Designation 383, Auckland Council District Plan (Central Area Section) 2005
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Building line for road widening purposes.

Conditions

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

Attachments

No attachments.

1574 Service Lane - Hepburn Street to Picton Street

Designation Number	1574
Requiring Authority	Auckland Transport
Location	Hepburn Street to Picton Street, Central Auckland
Rollover Designation	Yes
Legacy Reference	Designation C07-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Service lane - Hepburn Street to Picton Street

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.
2. There shall be installed and maintained in perpetuity, at the Hepburn Street end of the service lane (in connection with Section 2 shown in the designation alteration land requirement plans, CKL A18268 Dwgs 903-906 Rev 04, 22 May 2020) to ensure the ongoing safety of pedestrians:
 - a. A black and yellow judder bar on the surface of the lane approximately 1 metre west of the Hepburn Street Road boundary; and
 - b. A sign which faces west and indicates 'pedestrians crossing' to vehicle drivers; and
 - c. A convex mirror in the road berm that provides vehicle drivers with a view of pedestrians on the footpath walking in either direction along Hepburn Street but particularly for pedestrians walking south towards Ponsonby Road.

Advice notes

It is recorded that

1. The land use and subdivision consent holder (Samson Corporation Ltd, BUN60358392 - LUC60358393 & SUB60358394) has agreed, subsequent to those consents, to install a bollard (or bollards) on the edge of the service lane to protect the garage at 4 Hepburn Street, as part of the works required to create the realigned service lane.
2. Samson Corporation Ltd has agreed with Auckland Transport that it will keep the fence/hedge around the front of 2 Hepburn Street at a height not exceeding 1.15 metres for 2.5 metres along the

front boundary and as far back as the villa (where it abuts the service lane) which will be approximately 3.5m from the front boundary.

Attachments

No attachments.

1576 Car Park and Reserve - Dedwood Terrace

Designation Number	1576
Requiring Authority	Auckland Transport
Location	11-15 Dedwood Terrace and 1 Jervois Road, St Marys Bay
Rollover Designation	Yes
Legacy Reference	Designation B07-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park and proposed reserve.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1577 Car Park - Redmond Street

Designation Number	1577
Requiring Authority	Auckland Transport
Location	16 Redmond Street, Ponsonby
Rollover Designation	Yes
Legacy Reference	Designation B07-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1578 Car Park - Margaret Street

Designation Number	1578
Requiring Authority	Auckland Transport
Location	5-7 Margaret Street, Ponsonby
Rollover Designation	Yes
Legacy Reference	Designation B07-32, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1579 Car Park - Pompallier Terrace

Designation Number	1579
Requiring Authority	Auckland Transport
Location	2 Pompallier Terrace, Ponsonby
Rollover Designation	Yes
Legacy Reference	Designation B07-33, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1583 Road Widening - Patiki Road

Designation Number	1583
Requiring Authority	Auckland Transport
Location	86-98 Patiki Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation C01-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan, in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1584 Road Widening - Patiki Road

Designation Number	1584
Requiring Authority	Auckland Transport
Location	37-41 and 55-91 Patiki Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation C01-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from the being operative inclusion in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1585 Road Widening - Meola Road

Designation Number	1585
Requiring Authority	Auckland Transport
Location	1-15 Meola Road, Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation C05-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 3.66m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with Section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1587 Road Widening - Newton Road

Designation Number	1587
Requiring Authority	Auckland Transport
Location	21 Newton Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-21, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

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

Attachments

No attachments.

1588 Road Widening - Potatau Street

Designation Number	1588
Requiring Authority	Auckland Transport
Location	204-234 Great North Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-23, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - north-east side 6.1m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1589 Road Widening - Waima Street

Designation Number	1589
Requiring Authority	Auckland Transport
Location	150 Great North Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-24, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 5.18m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1590 Road Widening - Monmouth Street

Designation Number	1590
Requiring Authority	Auckland Transport
Location	12-18 Monmouth Street, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-25, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

Purpose

Building line and corner cut off for road widening - 3.05m from road boundary and 3.05m by 3.05m corner splay.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1591 Road Widening - Dean Street

Designation Number	1591
Requiring Authority	Auckland Transport
Location	204-234 Great North Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C07-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 1.5m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1592 Road Widening - New North Road

Designation Number	1592
Requiring Authority	Auckland Transport
Location	1, 21-63, 81, 2-48, 60-74 New North Road and 1-13, 21-27A, 29-35 Mount Eden Road
Rollover Designation	Yes
Legacy Reference	Designation C08-09, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

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

Attachments

No attachments.

1593 Road Widening - Nugent Street

Designation Number	1593
Requiring Authority	Auckland Transport
Location	99-107 Khyber Pass Road, Newton
Rollover Designation	Yes
Legacy Reference	Designation C08-12, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years for being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut off.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1594 Road Widening - Upper Queen Street

Designation Number	1594
Requiring Authority	Auckland Transport
Location	46-50, 54 and 68 Upper Queen Street and 62 Randolph Street, Newton
Rollover Designation	Yes
Legacy Reference	Designation C08-13, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

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

Attachments

No attachments.

1595 Car Park - Symonds Street

Designation Number	1595
Requiring Authority	Auckland Transport
Location	226-228 Symonds Street, Newton
Rollover Designation	Yes
Legacy Reference	Designation C08-18, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1596 Car Park - Burleigh Street

Designation Number	1596
Requiring Authority	Auckland Transport
Location	3 Burleigh Street, Grafton
Rollover Designation	Yes
Legacy Reference	Designation C08-20, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1599 Road Widening - Cheshire Street

Designation Number	1599
Requiring Authority	Auckland Transport
Location	11-13 and 19-33 Falcon Street and 2 Akaroa Street, Parnell
Rollover Designation	Yes
Legacy Reference	Designation C09-20, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

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

Attachments

No attachments.

1601 Car Park - Parnell Road

Designation Number	1601
Requiring Authority	Auckland Transport
Location	112 Parnell Road, Parnell
Rollover Designation	Yes
Legacy Reference	Designation C09-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designations pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1602 Car Park - Polygon Road

Designation Number	1602
Requiring Authority	Auckland Transport
Location	32 St. Heliers Bay Road, St Heliers
Rollover Designation	Yes
Legacy Reference	Designation C15-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1603 Road Widening - Patiki Road

Designation Number	1603
Requiring Authority	Auckland Transport
Location	9-19 and 29 Patiki Road and 257-315, 367-489, 533-563, 597-653, 667, 699-705, 713-767, 658-660, 670-718 Rosebank Road, and 2-6 Eastdale Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation D01-02, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 6.1m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1604 Road Widening - Great North Road

Designation Number	1604
Requiring Authority	Auckland Transport
Location	1404 Great North Rd, Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation D04-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 2.5m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1605 Car Park - Huia Road

Designation Number	1605
Requiring Authority	Auckland Transport
Location	16 Huia Road, Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation D04-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

- a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
- b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1606 Car Park - Parr Road

Designation Number	1606
Requiring Authority	Auckland Transport
Location	1-9 Parr Road (North), Pt Chevalier
Rollover Designation	Yes
Legacy Reference	Designation D04-09, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1609 Road Widening - New North Road

Designation Number	1609
Requiring Authority	Auckland Transport
Location	322-336, 388, 390-394, 400-432, 574-628, 756-764, 383-399, 445-455, 597-619, 869-911 New North Road, 2 New Bond Street and 2 Western Springs Road
Rollover Designation	Yes
Legacy Reference	Designation D06-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 2.5m from road boundary.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1610 Car Park - Great North Road

Designation Number	1610
Requiring Authority	Auckland Transport
Location	820 Great North Road, Western Springs
Rollover Designation	Yes
Legacy Reference	Designation D06-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1611 Road Widening - Balmoral Road

Designation Number	1611
Requiring Authority	Auckland Transport
Location	240-242, 250-256 Balmoral Road and 43, 87-89, 81-85 St Lukes Road and 107 Taylors Road, St Lukes
Rollover Designation	Yes
Legacy Reference	Designation D06-11, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Road widening.

Conditions

1. That a landscape plan be submitted to the Council at the time of detailed design.
2. The short term construction effects including noise, visual effects and dust effects be reduced through appropriate construction methods.
3. In accordance with Section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
4. Notwithstanding section 177 of the Resource Management Act 1991, Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorized by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on the land in which Vector has a property interest, whether or not that is authorized by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any party authorized by Vector will:
 - give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
 - meet any necessary health and safety requirements; and
 - remedy at Vector's cost any physical damage Vector causes as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

Attachments

No attachments.

1612 Car Park - Walters Road

Designation Number	1612
Requiring Authority	Auckland Transport
Location	2 Walters Road, Mt Eden
Rollover Designation	Yes
Legacy Reference	Designation D07-21, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1613 Car Park - New North Road

Designation Number	1613
Requiring Authority	Auckland Transport
Location	430-432 New North Road, Kingsland
Rollover Designation	Yes
Legacy Reference	Designation D07-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act, or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1614 Public Transport - Dominion Road

Designation Number	1614
Requiring Authority	Auckland Transport
Location	135, 161, 174, 178, 191-217, 312-328, 336-346, 371, 389-409, 400-412, 422-458, 486, 494, 506, 635-641, 655, 666-672, 669-673, 692, 825, 863, 905, 913-917, 921, 926-946A, 929-931, 935-941, 968-972, 1037-1043, 1047, 1055, 1057A, 1059, 1067, 1079-1079A, 1087-1099, 1196-1198, 1202, 1208, 1212-1216, 1230, 1244, 1288, 1292-1300, 1302-1304, 1308-1308A, 1312, 1318-1326 and 1330-1340 Dominion Road, 33A-35 Brentwood Avenue, 386-388 Mount Albert Road, 2 Onslow Road, 1A Invermay Avenue, 14 Quest Terrace and 41 Denbigh Avenue
Rollover Designation	Yes
Legacy Reference	Designation D07-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Passenger transport route.

Conditions

General

1. Except as modified by the conditions below, the works shall be undertaken in general accordance with all of the following:
 - a. The information provided by the Requiring Authority at the 10-17 September 2001 hearing;
 - b. The Notice of Requirement dated 31 July 2000, as modified by the decisions of the Hearings Panel;
 - c. The accompanying drawings ACAD:4662A8A-SHT1-4, ACAD:4662A9A-SHT1-4 and D:4662A9B-SHT5; and
 - d. The Proposed Designation of land for Dominion Road Enhanced Passenger Transport System: Assessment of Effects on the Environment (17 July 2000) prepared by Woodward-Clyde, Traffic Design Group, and Sinclair Knight Merz.
2. Any land taken or held for works by the Requiring Authority shall be maintained to a standard in keeping with the neighbourhood until physical works commence, to the satisfaction of the council.
3. That part of the proposed designation which includes the property located at 638 Dominion Road (known as "the Hollywood Dairy") is to be removed.
4. That part of the designation affecting the property located at 1047 Dominion Road is to be reduced to 0.55m.
- 4A. In respect of the property located at 244, 246, 248, 248a, 250 and 256 Dominion Road and 126 Valley Road.

4B. The part of the designation affecting the property located at 375 and 377 Dominion Road is to be removed as shown on the plan entitled ACAD:4662A8A and dated 5 July 2000.

4C. The part of the designation affecting the property located at 169 Dominion Road will be given effect to through the construction of a cantilevered structure as illustrated in the plan entitled D07-30 Condition 4C Dominion Road Footpath.

5. The delineation of any area of land affected by the designation which is to be acquired on individual properties shall be accurately marked out or pegged by the Requiring Authority upon request by the owner of any property so affected.

Construction

6. Prior to the commencement of any physical works on any part of the land included within the designation (and as part of an Outline Plan of Works as required by Section 176A of the RMA), the Requiring Authority shall submit a Construction Management Plan to the council for its approval. This Construction Management Plan shall include specific details relating to the demolition, construction, and management of all works associated with the project. The Construction Management Plan shall be implemented and maintained throughout the entire demolition and construction periods. This Plan shall include:

- a. Details relating to the demolition, construction, and management of all works;
- b. Contact details of management personnel responsible for the project;
- c. Provision for a 24 hour community "hotline";
- d. Measures for the protection of street trees as well as any trees covered by the tree protection rules of the Unitary Plan which may be affected by the works, and particular regard is to be paid to the protection if practicable of the Pohutukawa tree located at 1093 Dominion Road. The designation of extra land, as well as protected works, to preserve the Cedar trees at 488 Dominion Road should be reconsidered;
- e. Measures for the protection of, and continuing access to, all utility services infrastructure within or abutting the designated area;
- f. Provisions for the maintenance of all construction and reconstruction sites in a safe and tidy condition and for the safeguarding of surrounding areas;
- g. Provisions for public safety including safe pedestrian access past the construction and re-construction sites;
- h. The management of construction and other traffic (including parking and traffic safety measures and the matters required by condition 20 of these conditions);
- i. Measures to be implemented for the protection of adjacent buildings during the construction period;
- j. Measures for sedimentation and dust control;
- k. Details of the hours of operation and for the provision of advice to surrounding property owners, and the owners and operators of utility services infrastructure which may be affected by the works, of the commencement/duration of works and any blasting activities;
- l. The provision of safe and efficient emergency vehicle access to all properties adjoining the route during the construction period; and
- m. Measures to bring the content of the agreed Construction Management Plan to the attention of any contractors undertaking works on the route pursuant to the designation.

7. Pedestrian access and thoroughfare shall be maintained on all roads and footpaths adjacent to the construction works where practicable. Such access shall be safe and clearly identifiable.

8. During construction, the New Zealand Standard NZS 6803:1999 Acoustics – Construction Noise shall be complied with at all times.

9. During construction, any vibration generated beyond the existing road reserve shall comply with BS 7385: Part 2 – 1993 *Evaluation and Measurement of Vibration in Buildings* at all times.

Landscape and Visual Effects

10. Urban design guidelines and a detailed landscape plan for the length of the route of the designations shall be prepared by a qualified landscape architect in consultation with the council, and shall be submitted with the outline plan. The urban design guidelines and landscape plan shall include:

- a. The integration of Dominion Road and the land required (by this designation) for the enhanced passenger transport facilities so that the existing streetscape character is softened and an integrated and cohesive appearance is achieved along the full length of the route. Particular attention shall be paid to existing and likely future development adjacent to the off road deviations at the Valley Road and Balmoral Road centres;
- b. The mitigation of any adverse effects on properties fronting the route. including details of planting to be established on Ballantyne Square and the open space areas at the intersection of Balmoral and Dominion Roads, and Mount Albert and Dominion Roads, as required by condition 13 of these conditions;
- c. Provision for the staging of landscaping in conjunction with the staging of construction works; and
- d. Details of the plant sizes required at the time of planting and of intended species as well as proposed hard landscaping measures (such as paving, street furniture, lighting, signage).

11. The approved landscaping measures shall be implemented in accordance with the agreed urban design guidelines and landscaping plan/s (soft and hard) within the first planting season following the completion of each stage of the construction works.

12. Compensatory planting is to be provided in Ballantyne Square (located on the corner of Ewington Avenue and Dominion Road) in a manner that is consistent with the management plan for the reserve in order to mitigate the effect of the works proposed for the corner of the reserve. The areas of open space on the south eastern corners of both Balmoral/Dominion Roads and Mt Albert/Dominion Roads shall be reinstated and replanted when the works affecting each of those open space areas are completed. Additional compensatory hard and soft landscaping of at least 18m² is to be provided on the northern corner of Dominion Road and Prospect Terrace upon completion of the works and following acquisition and demolition of the buildings at 346 Dominion Road.

13. The decorative stone wall on the frontage of the Methodist Church at 426 Dominion Road (being legally described as Lot 1 DP 1699, Lot 9 & Pt Lot 10 DP 4293, CT 230/234) shall be reinstated by the Requiring Authority on completion of the works in the vicinity of that property, such reinstatement to occur in consultation with the Church and New Zealand Historic Places Trust. These works shall be carried out in accordance with Plan DOM 426100 offered by the Requiring Authority at the hearing.

Post Construction Noise and Vibration

14. The construction of the works shall be designed to achieve the following noise standards at the Greenstones Pictures Building (located at 330 Dominion Road, being legally described as Lot 1 DP46486, CT 1615/72); the Capitol Theatre (being legally described as Lot 1 DP 4365, CT 44C/591); and the Auckland Philharmonic Orchestra Building (being legally described as Lot 4 DP 6736, CT 181/254) for the duration of the current use (as at 12 September 2001) of these buildings:

- a. an internal noise objective of 33dBA from airborne noise and 33dBA from regenerated noise; and
- b. a vibration limit of 98 dB re 1m mm/s.

15. Vibration relating to the potential for structural damage shall be assessed in accordance with British Standard BS 7385: Part 2 – 1993 *Evaluation and Measurement of Vibration in Buildings*.

16. Dominion Road shall be re-surfaced with dense graded asphalt (or a similar surface with no lesser noise absorption characteristics) for noise purposes following the completion of the physical works included in stage PT2 of the designation.

Parking and Traffic

17. Prior to commencement of the physical works required by the designation, a traffic management plan shall be prepared for each phase of the work by a qualified traffic engineer and approved by the council.

18. In particular, prior to the commencement of any physical works on or for the Valley Road or Balmoral Road off-road deviations, Local Area Traffic Management Plans for each centre are to be prepared in consultation with the owners and occupiers of all properties abutting those deviations as part of the outline plan required by condition 6. Each Local Area Traffic Management Plan is to demonstrate how the works will be effectively and safely integrated with general traffic, parking, access, and is to include the form and location of any proposed passenger stations, and to provide for loading and pedestrian arrangements in each of the Valley Road and Balmoral Road centres. The Local Area Traffic Management Plans are to be independently assessed by a qualified traffic engineer prior to approval by the council.

19. Existing accesses, on-site parking and manoeuvring areas along the corridor which are directly affected by the works shall, as far as practicable, and in consultation with affected landowners, be reinstated or relocated by the Requiring Authority in accordance with Unitary Plan standards.

20. Access to properties on the western side of Dominion Road between Denbigh Avenue and the SH 20 motorway designation shall have legal access reinstated by the Requiring Authority by means of a suitably dimensioned and formed access way from Denbigh Avenue.

Structural Integrity

21. The structural integrity of buildings adjoining the PT 4 stage of the designation at 616 Dominion Road (being legally described as Lot 1 DP 59284, CT 14D/1376) shall not be compromised by the work in either of the construction or operational phases.

22. The structural integrity of buildings adjoining the PT 3 stage of the designation in the Eden Quarter at 296C Dominion Road (being legally described as Unit B7, UP 203741, CT 132B/399) shall not be compromised by the works in either of the construction or operational phases. This condition shall also apply to the building located at 256 Dominion Road. It shall further apply to the property known as the "Printers Building", located at 288 Dominion Road, in the event that the Requiring Authority determines that the "Printers Building" does not require total demolition.

Railway Linkage

23. The Requiring Authority will co-operate with the landowner and infrastructure owner of the rail corridors to ensure the integration of passenger transport route causes minimal interruption to the efficient planning and operation of those corridors.

Other

24. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

26. Prior to the commencement of any physical works, the Requiring Authority shall obtain all relevant consents.

Advice Notes

1. The Requiring Authority shall obtain all other necessary consents and permits, and shall comply with all relevant council bylaws.

2. The Requiring Authority shall implement suitable arrangements for sediment control and stormwater treatment and detention as necessary in accordance with relevant council guidelines.

3. Under the Historic Places Act (1993) an authority to damage, modify, or destroy an archaeological site may be required from the NZ Historic Places Trust before any work takes place that would affect an archaeological site.

4. The Requiring Authority shall use its best endeavours to persuade utility service providers to underground their utility services along the length of the designated route. The Landscape Plan required by condition 10 should be used wherever possible as a means of implementing any plans to underground equipment and overhead lines. The Requiring Authority shall undertake cost sharing with the appropriate network utility operator in accordance with any agreement previously reached.

5. The Requiring Authority is to undertake investigations at the earliest opportunity into the implementation of 'Park and Ride' facilities in the vicinity of Dominion Road and to attend to the lodgement of a Notice of Requirement for the establishment of these facilities.

6. The Requiring Authority should ensure that no network utility operator's overhead lines or cables are installed on any catenary system which may be provided within the passenger transport route.

7. It is the Panel's opinion that when fully redeveloped for an enhanced passenger transport system, Dominion Road may not be a suitable through route for cyclists. In conjunction with the council the Requiring Authority should continue to examine the feasibility of providing improved routes for cyclists on local roads parallel to Dominion Road.

8. The Panel has the opinion that no passenger transport stations are to be located so as to prevent traffic turning movements at any road intersections along Dominion Road.

Attachments

No attachments.

1615 Road Widening - Sandringham Road

Designation Number	1615
Requiring Authority	Auckland Transport
Location	60 and 64 Sandringham Road and 57-59 Walters Road, Sandringham
Rollover Designation	Yes
Legacy Reference	Designation D07-34, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. General

1.1 Except as modified by the conditions below, the works shall be undertaken in general accordance within the Notice of Requirement and its supporting documents, as follows:

- a. 'Sandringham Road Transport Corridor Upgrade - Notice of Requirement by the Auckland City Council Pursuant to Section 168A of the Resource Management Act 1991 and Assessment of Environmental Effects'; prepared for the Auckland City Council by Boffa Miskell Ltd and dated February 2009;
- b. The 'Sandringham Road Transport Corridor Upgrade Designation Drawings', prepared for the Auckland City Council by Opus Consultants Limited, being:
 - i. Sandringham Road Transport Corridor Upgrade Designation Plan, Reference 1/1071/313, Sheet 8, Revision RO, Plot Date 17/02/09;
 - ii. Land Required for Road Widening Purposes 60 & 64 Sandringham Road, Reference 1/1071/313, Sheet 9, Revision RO, Plot Date 13/02/09; and
 - iii. Land Required for Road Widening Purposes 57 & 59 Walters Road, Reference 1/1071/313, Sheet 10, Revision RO, Plot Date 17/02/09.

1.2 Where requested by affected property owners, the Requiring Authority shall physically peg out the extent of the alignment on individually affected properties.

1.3 The lapse period of this designation is 12 years from the inclusion of the designation in the Unitary Plan, in accordance with Section 184(1) of the Resource Management Act 1991.

2. Construction

2.1 Prior to commencement of works, the Requiring Authority is to prepare a Construction Management Plan ("CMP") to the satisfaction of the Auckland Council.

2.2 The CMP shall include specific details relating to the demolition, construction and management of all works, including:

- a. Details of the project manager, including their contact details (phone, mobile, postal address, email address);
- b. A construction programme of the works indicating in particular likely time periods for road closures and anticipated traffic diversion effects;
- c. Measures agreed by the Requiring Authority with the Eden Park Trust Board and/or its head contractor to avoid conflicts and constraints with the construction activity being undertaken at the

Eden Park site. In the event of any disagreement over any such measures, those advanced by each party are to be submitted to the Auckland Council along with the draft CMP and the decision of the Auckland Council on any such measure shall be final;

d. Any means of protection of services such as pipes and water mains within the road reserve;

e. Measures to be adopted to maintain all the land subject to the works in a tidy condition including disposal/storage of rubbish and storage and unloading of building materials;

f. Procedures for controlling sediment run-off, in accordance with Auckland Council Technical Publication No 90, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days to ensure that there is no dust nuisance on any of the adjacent residential properties;

g. Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works;

h. Means for ensuring the safety of the general public;

i. Construction noise management measures to be employed to ensure compliance with NZS6802:1999, specifically addressing the following:

i. The construction sequence;

ii. Machinery and equipment to be used, including the use of non percussive machinery where practicable,

iii. Hours of operation, including times and days when noisy construction work would occur.

j) Methods of managing the local and network wide effects of the construction on traffic, and including details of:

i. Traffic management measures to address and to maintain traffic flows on Sandringham Road and Walters Road;

ii. Methods to manage the effects of the delivery of construction material, plant and machinery;

iii. The numbers, frequencies and timing of construction traffic movements;

iv. Means by which access to private properties will be maintained during construction, or where necessary, means by which occupiers of affected properties will be notified of times and durations of temporary removal of access as a result of the works.

k. As far as practicable, the CMP is to ensure that the vibration standards of the German Standard DIN 4150 will be met.

l. The CMP shall detail communication protocols between the lead contractors for each of the Eden Park redevelopment and the Kingsland Railway Station upgrade to ensure that construction projects in the immediate area are managed so as to minimise disruption to those developments, the local community and transportation network.

2.3 A suitably experienced, Council approved arborist ("nominated arborist") shall be employed by the Requiring Authority to monitor, supervise and direct all works within the drip line or in the vicinity of those protected trees to be retained, for the duration of the works.

3. Property Amenity

3.1 The Requiring Authority shall prepare a Property Reinstatement Plan ("PRP") to the satisfaction of the Auckland Council showing detail of the replacement or reinstatement of the existing property features (including planting, walls, fences and driveways) on the affected properties (as described individually below). The PRP must be prepared in consultation with the affected property owners. The PRP must be implemented within 3 months of the widening works being completed on the affected properties.

3.2 The PRP must include the following:

- a. 57 Walters Road: reinstate driveway and vehicle access to Sandringham Road. Install new concrete block retaining wall with small basalt rock fascia (or similar) to tie to existing ground levels; install picket fence (1.2 m) on road frontage to tie with existing gate (relocated) and adjacent properties.
- b. 59 Walters Road: replace boundary fence with 1.8m close boarded fence and replant on site. Fence to be installed on top of concrete block retaining wall (with small basalt rock fascia). Planting to be comprised of an evergreen hedge of native (pb 3 grade), non-deciduous species, with specimen trees (approximately 5 trees at 45 litre pb size).
- c. 60 Sandringham Road: replace boundary wall and fence and provide screening planting. New concrete block retaining wall with small basalt rock fascia (or similar) as required; install picket fence (1.2 m) on top of wall on Sandringham road frontage and extend along Walters Road boundary; plant new hedge along Sandringham road frontage. Planting to be comprised of an evergreen hedge of native (pb 3 grade), non-deciduous species, with specimen trees (approximately 5 trees at 45 litre pb size).
- d. 64 Sandringham Road: reinstate driveways, boundary fence and vehicle access to Sandringham Road and replant on site. New concrete block retaining wall with small basalt rock fascia (or similar) as required; install picket fence (1.2 m) on top of wall. Relocate existing vegetation onsite where appropriate. Planting behind new picket fence to be comprised of an evergreen hedge of native, non-deciduous species (pb 3 grade), with specimen trees (approximately 5 trees at 45 litre pb size).
- e. The replacement of any plants or trees removed from the properties fronting Sandringham Road taking into account the following:
 - i. Planting shall be predominantly indigenous species; and
 - ii. Planting shall be designed and laid out, having regard to pedestrian safety, particularly in terms of visibility (particularly at night).

3.3 Notwithstanding condition 3.1, access to these properties (including vehicle access) shall be maintained at all times during the works.

3.4 Should the Requiring Authority in its discretion decide to relocate the villa at 60 Sandringham Road further back on its site, the extent of that relocation shall be limited to maintaining the same front yard area (the distance between the villa and the boundary of the site on Sandringham Road) that currently exists. The purpose of this is to maintain the heritage value of the relationship of the villa to the streetscape.

NB - For the purpose of clarity, condition 3.4 applies only if the Requiring Authority chooses to relocate the villa.

4. Consultation

4.1 The Requiring Authority shall invite the Eden Park Trust Board to discuss the timing of the designation works around major events held at Eden Park and to endeavour to undertake works adjacent to Eden Park in coordination with works occurring at Eden Park.

Advice Note

1. Traffic calming measures along Walters Road should be designed and located to ensure they do not create a trip hazard for people accessing and leaving Eden Park at the times of major events at the Park site.

Attachments

No attachments.

1616 Road Widening - Mt Eden Road

Designation Number	1616
Requiring Authority	Auckland Transport
Location	14-18 22, 26, 44-56, 43-81, 90, 94-96 Mt Eden Road and 2,3 Enfield Street, Mt Eden
Rollover Designation	Yes
Legacy Reference	Designation D08-33, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

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

Attachments

No attachments.

1617 Road Widening - Gillies Avenue

Designation Number	1617
Requiring Authority	Auckland Transport
Location	1 Gillies Avenue, Newmarket
Rollover Designation	Yes
Legacy Reference	Designation D09-25, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - south-west corner 3m from road boundary.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1618 Road Widening - Great South Road

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

Purpose

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

Conditions

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

Attachments

No attachments.

1619 Road Widening - Great South Road

Designation Number	1619
Requiring Authority	Auckland Transport
Location	1-21, 69-105, 421-485, 495-525, 535-555 and 575 Great South Road and 2-8 Manukau Road between Greenlane and Newmarket
Rollover Designation	Yes
Legacy Reference	Designation D09-30, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - west side 2.74m from road boundary.

Conditions

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

Attachments

No attachments.

1620 Eastern Transport Corridor

Designation Number	1620
Requiring Authority	Auckland Transport
Location	Orakei Point to Meadowbank, Glen Innes and Panmure
Rollover Designation	Yes
Legacy Reference	Designation D14-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Eastern Transport Corridor.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 15 years from being operative in the Unitary Plan unless:

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

2. Prior to Auckland Transport undertaking any development on the Eastern Transport Corridor, Auckland Transport shall withdraw this designation and replace it with a new Notice of Requirement, which will provide full details of any proposal in accordance with section 168 of the Act. The Notice of Requirement will be publicly notified in accordance with the provisions of Part VIII of the Act.

Attachments

No attachments.

1621 Road Widening - Woodward Street

Designation Number	1621
Requiring Authority	Auckland Transport
Location	2-4 Woodward Street and 1081 New North Road , Waterview
Rollover Designation	Yes
Legacy Reference	Designation E04-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Description

Building line for road widening - 2.5m from road boundary.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1622 Car Park - New North Road

Designation Number	1622
Requiring Authority	Auckland Transport
Location	984 New North Road, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation E05-32, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Description

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1623 Car Park - New North Road

Designation Number	1623
Requiring Authority	Auckland Transport
Location	867C New North Road, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation E05-33, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1624 Road Widening - New North Road

Designation Number	1624
Requiring Authority	Auckland Transport
Location	756-764 New North Road, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation E06-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Description

Building line for road widening - west side 2.5m from road boundary.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1625 Car Park - Kitchener Road

Designation Number	1625
Requiring Authority	Auckland Transport
Location	12 Kitchener Road, Sandringham
Rollover Designation	Yes
Legacy Reference	Designation E06-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1626 Road Widening - Balmoral Road

Designation Number	1626
Requiring Authority	Auckland Transport
Location	34-36, 88-102, 104B, 108, 122-126, 132-138, 142-156, 218-230 Balmoral Road and 15 Douglas Road, Balmoral
Rollover Designation	Yes
Legacy Reference	Designation E07-02, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless it is given effect to prior.

Attachments

No attachments.

1627 Road Widening - Balmoral Road and Greenlane West

Designation Number	1627
Requiring Authority	Auckland Transport
Location	59 The Drive, Epsom
Rollover Designation	Yes
Legacy Reference	Designation E08-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That a landscape plan be submitted to the Council at the time of detailed design.
2. The short term construction effects including noise, visual effects and dust effects be reduced through appropriate construction methods.
3. The term for implementation of this designation shall be 12 years from the inclusion of the designation in the Unitary Plan.

Attachments

No attachment.

1628 Car Park - Essex Road

Designation Number	1628
Requiring Authority	Auckland Transport
Location	4-8 Essex Road, Mt Eden
Rollover Designation	Yes
Legacy Reference	Designation E08-19, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1629 Car Park - Green Lane West

Designation Number	1629
Requiring Authority	Auckland Transport
Location	132 Green Lane West, Greenlane
Rollover Designation	Yes
Legacy Reference	Designation E10-16, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1630 Car Park - Clonbern Road

Designation Number	1630
Requiring Authority	Auckland Transport
Location	6 Clonbern Road, Remuera
Rollover Designation	Yes
Legacy Reference	Designation E11-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1631 Car Park - Remuera Road

Designation Number	1631
Requiring Authority	Auckland Transport
Location	539 Remuera Road, Remuera
Rollover Designation	Yes
Legacy Reference	Designation E12-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1634 Car Park - Stratton Lane

Designation Number	1634
Requiring Authority	Auckland Transport
Location	Stratton Lane, Glen Innes
Rollover Designation	Yes
Legacy Reference	Designation E15-10, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1636 Car Park - Rosebank Road

Designation Number	1636
Requiring Authority	Auckland Transport
Location	59 Rosebank Road, Avondale
Rollover Designation	Yes
Legacy Reference	Designation F03-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1638 Road Widening - Tiverton Road

Designation Number	1638
Requiring Authority	Auckland Transport
Location	7 Tiverton Road, Blockhouse Bay
Rollover Designation	Yes
Legacy Reference	Designation F04-15, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1639 Road Widening - Owairaka Avenue

Designation Number	1639
Requiring Authority	Auckland Transport
Location	2-6 and 8-14 Owairaka Avenue and 1 Tyburnia Avenue, Owairaka
Rollover Designation	Yes
Legacy Reference	Designation F05-02, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 3m from road boundary.

Conditions

1. In accordance with Section 184 of the Resource Management Act 1991 the designation shall lapse 15 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport, when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1640 Road Widening - Richardson Road and Stoddard Road

Designation Number	1640
Requiring Authority	Auckland Transport
Location	210-220 Richardson and 192-220 Stoddard Road, Hillsborough
Rollover Designation	Yes
Legacy Reference	Designation F05-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening – designation covers footpaths only and excludes buildings (other than verandas).

Conditions

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

Attachments

No attachments.

1641 Car Park - Stoddard Road

Designation Number	1641
Requiring Authority	Auckland Transport
Location	219 Stoddard Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation F05-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1642 Road Widening - Mt Albert Road

Designation Number	1642
Requiring Authority	Auckland Transport
Location	167-169 and 179 Mt Albert Road, and 3 Owairaka Avenue, Mt Albert
Rollover Designation	Yes
Legacy Reference	Designation F06-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 2.5m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1643 Road Widening - Mt Albert Road

Designation Number	1643
Requiring Authority	Auckland Transport
Location	181-245, 251, 259-335, 334A-340A, 346-352, 349-357, 356-368, 371A-457, 386-446, 448-536, 459A-649, 546-560, 590-620, 636, 644-650, 653-663, 660A, 664-668, 669-673, 670-684, 679-681, 688-698, 693-699, 707-711 and 717-725 Mt Albert Road, 685 Sandringham Road Extension, 1-1A May Road, 8-12 Mount Roskill Road, 1001, 1288C Dominion Road, 30 Erson Avenue, 18-18A Jasper Avenue, 1 and 2 Scout Avenue, 944 Mount Eden Road, 282 St. Andrews Road, 111 Pah Road and 704-717 Manukau Road
Rollover Designation	Yes
Legacy Reference	Designation F06-04, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 3m from road boundary.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. In accordance with Section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
3. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
 - a. An assessment of the effects of the historic heritage values of the place;
 - b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

Attachments

No attachments.

1644 Road Widening - Mt Albert Road and Sandringham Road

Designation Number	1644
Requiring Authority	Auckland Transport
Location	250-252, 256 Mt Albert Road and 692 Sandringham Road, Sandringham
Rollover Designation	Yes
Legacy Reference	Designation F06-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for Road Widening - 2.5m from road boundary.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1645 Car Park - Mt Albert Road

Designation Number	1645
Requiring Authority	Auckland Transport
Location	360-366 Mt Albert Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation F07-13, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1646 Road Widening - Mt Eden Road

Designation Number	1646
Requiring Authority	Auckland Transport
Location	955-981 Mt Eden Road, Three Kings
Rollover Designation	Yes
Legacy Reference	Designation F08-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 2m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1647 Road Widening - Great South Road

Designation Number	1647
Requiring Authority	Auckland Transport
Location	682-710, 726-740 Great South Road, east side, Penrose
Rollover Designation	Yes
Legacy Reference	Designation F11-22, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 4m from road boundary.

Conditions

1. That Auckland Transport (or any succeeding requiring authority) in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with Section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1648 Road Widening - Robert Street

Designation Number	1648
Requiring Authority	Auckland Transport
Location	1 Robert Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-23, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut off - 6m by 6m corner cut off.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1649 Road Widening - Morrin Street

Designation Number	1649
Requiring Authority	Auckland Transport
Location	41 Robert Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-24, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut off - 6m by 6m corner cut off.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1650 Car Park - Ladies Mile

Designation Number	1650
Requiring Authority	Auckland Transport
Location	179-181 Ladies Mile, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1651 Car Park - Main Highway

Designation Number	1651
Requiring Authority	Auckland Transport
Location	132 Main Highway and 6 Arthur Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F11-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1652 Road Widening - Ladies Mile

Designation Number	1652
Requiring Authority	Auckland Transport
Location	141 Ladies Mile, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F12-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening and corner cut off.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation shall lapse 15 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1653 Road Widening - Main Highway

Designation Number	1653
Requiring Authority	Auckland Transport
Location	193-205 Main Highway south side and 2 Cawley Street, Ellerslie
Rollover Designation	Yes
Legacy Reference	Designation F12-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	15 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - south side 4m from road boundary.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation shall lapse 15 years from being operative in the Unitary Plan unless given effect to prior.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1654 Road Widening - Wilkinson Road

Designation Number	1654
Requiring Authority	Auckland Transport
Location	24 Wilkinson Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F12-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut off - north east corner 6m by 6m corner cut off.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with Section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1655 Road Widening - Ellerslie Panmure Highway

Designation Number	1655
Requiring Authority	Auckland Transport
Location	341-357, 387-393, 406-424, 421-439, 456-470, 459 and 535 Ellerslie Panmure Highway, 1-1A Ferndale Road, 1 Barrack Road and 1 Harding Avenue
Rollover Designation	Yes
Legacy Reference	Designation F13-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 5m from road boundary.

Conditions

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

Attachments

No attachments.

1656 Road Widening - Lagoon Drive

Designation Number	1656
Requiring Authority	Auckland Transport
Location	7-27, 16-34 Lagoon Drive and 7-17 Queens Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F14-15, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 5m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1657 Road Widening - Mt Wellington Highway

Designation Number	1657
Requiring Authority	Auckland Transport
Location	39-87, 80, 114-170, 153-155, 214-258, 261-279, 289-301, 570, 576-590, 660-684 and 645 Mt Wellington Highway, 56 Panorama Road, 459 Ellerslie-Panmure Highway, 2 Hamlin Road, 3 and 7 Triangle Road and 2A Ryburn Road, Mt Wellington
Rollover Designation	Yes
Legacy Reference	Designation F14-16, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 5m from road boundary.

Conditions

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

Attachments

No attachments.

1658 Car Park - Lagoon Drive

Designation Number	1658
Requiring Authority	Auckland Transport
Location	11-13 Lagoon Drive, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F14-21, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1660 Car Park - Pilkington Road

Designation Number	1660
Requiring Authority	Auckland Transport
Location	28-30 Pilkington Road. Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1661 Car Park - Lagoon Drive

Designation Number	1661
Requiring Authority	Auckland Transport
Location	32-34 Lagoon Drive Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-32, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1663 Car Park - Pilkington Road

Designation Number	1663
Requiring Authority	Auckland Transport
Location	7-13 Pilkington Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-36, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1664 Road Widening - Queens Road

Designation Number	1664
Requiring Authority	Auckland Transport
Location	136-140, 144-148, 150-154, 158-160 Queens Road north side, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-40, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - north side 5m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1665 Service Lane - Tripoli Road

Designation Number	1665
Requiring Authority	Auckland Transport
Location	144-160 Queens Road, Panmure
Rollover Designation	Yes
Legacy Reference	Designation F15-41, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed service lane - 6m width.

Conditions

1. For those proposed service lanes abutting residential properties and open spaces areas, adequate fencing and screening be implemented to reduce any adverse effects.
2. Adequate vegetation and the use of devices such as speed humps be implemented along those service lanes that provide through routes between road, to reduce vehicle speed and prevent inappropriate use of the lane.
3. The term for implementation of the designation shall be within 12 years from the inclusion of the designation in the Unitary Plan.

Attachments

No attachments.

1666 Car Park - Richardson Road

Designation Number	1666
Requiring Authority	Auckland Transport
Location	580 Richardson Road, Hillsborough
Rollover Designation	Yes
Legacy Reference	Designation G06-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. Any new activities or works proposed to be carried out, or building to be erected, which are not in accordance with the designation shall be subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to Section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act; or
 - c. A resource consent application.

Attachments

No attachments.

1667 Road Widening - Trafalgar Street

Designation Number	1667
Requiring Authority	Auckland Transport
Location	143 and 145 Trafalgar Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-22, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut off - 5m by 5m corner cutoffs.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1668 Road Widening - Manukau Road

Designation Number	1668
Requiring Authority	Auckland Transport
Location	722, 726-792 Manukau Road, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-39, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior.

Purpose

Building line for road widening.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to.

Attachments

No attachments.

1669 Road Widening - Campbell Road

Designation Number	1669
Requiring Authority	Auckland Transport
Location	Campbell Road, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-42, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

2. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:

- a. an assessment of the effects of the historic heritage values of the place;
- b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature. This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

Attachments

No attachments.

1670 Car Park - Manukau Road

Designation Number	1670
Requiring Authority	Auckland Transport
Location	760-770 Manukau Road
Rollover Designation	Yes
Legacy Reference	Designation G09-44, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1671 Road Widening - Mt Smart Road

Designation Number	1671
Requiring Authority	Auckland Transport
Location	1-5 Campbell Road and 802,810 Manakau Road, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-46, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. In accordance with section 184 of in the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
3. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
 - a. An assessment of the effects of the historic heritage values of the place.
 - b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.This condition shall not apply in respect of repair or maintenance of the building, structure or feature. This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

Attachments

No attachments.

1672 Road Widening - Symonds Street

Designation Number	1672
Requiring Authority	Auckland Transport
Location	118-126 Symonds Street, 725 Mount Albert Road and 17 Erson Avenue, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-47, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1673 Road Widening - Manukau Road

Designation Number	1673
Requiring Authority	Auckland Transport
Location	802-810, 822 Manukau Road south of Mt Smart Road intersection, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G09-49, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1674 Road Widening - Mt Smart Road

Designation Number	1674
Requiring Authority	Auckland Transport
Location	415 Onehunga Mall, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation G10-36, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut offs - 5m by 5m corner cut offs.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1675 Road Widening - Great South Road

Designation Number	1675
Requiring Authority	Auckland Transport
Location	Great South Road, Penrose
Rollover Designation	Yes
Legacy Reference	Designation G12-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1676 Road Widening - Mt Wellington Highway

Designation Number	1676
Requiring Authority	Auckland Transport
Location	Mt Wellington Highway (adjoins No. 393), Mt Wellington
Rollover Designation	Yes
Legacy Reference	Designation G13-12, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 7.5m from southern boundary of Regional Road.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1677 Road Widening - Great South Road

Designation Number	1677
Requiring Authority	Auckland Transport
Location	950-952, 970-992, 998-1006, 1120, 514-540, 562-618, 791-793, 805, 851, 475-583, 617-649 Great South Rd and 2,10 Beatley Street, Penrose
Rollover Designation	Yes
Legacy Reference	Designation G13-16, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 5m from road boundary.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications on any scheduled or protected item under the Unitary Plan directly affected by this work.
2. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
3. Notwithstanding section 177 of the Resource Management Act 1991, Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorized by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on the land in which Vector has a property interest, whether or not that is authorized by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any party authorized by Vector will:
 - give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
 - meet any necessary health and safety requirements; and
 - remedy at Vector's cost any physical damage Vector causes as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

4. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:

- a. An assessment of the effects of the historic heritage values of the place;
- b. A consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

Attachments

No attachments.

1679 Road Widening - Waipuna Road

Designation Number	1679
Requiring Authority	Auckland Transport
Location	57 Waipuna Road and 4 Carbine Road, Mt Wellington
Rollover Designation	Yes
Legacy Reference	Designation G14-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - 5m from road boundary.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport, when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1680 Car Park - Blockhouse Bay Road

Designation Number	1680
Requiring Authority	Auckland Transport
Location	580 Blockhouse Bay Road, Blockhouse Bay
Rollover Designation	Yes
Legacy Reference	Designation H04-04, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1681 Road Widening - Hillsborough Road

Designation Number	1681
Requiring Authority	Auckland Transport
Location	467 Hillsborough Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation H06-02, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut offs.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1682 Road Widening - Hillsborough Road

Designation Number	1682
Requiring Authority	Auckland Transport
Location	427-433 Hillsborough Road, Mt Roskill
Rollover Designation	Yes
Legacy Reference	Designation H06-03, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut offs.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1683 Road Widening - Selwyn Street

Designation Number	1683
Requiring Authority	Auckland Transport
Location	77 Selwyn Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H09-14, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Road widening.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

3. Notwithstanding section 177 of the Resource Management Act 1991, Auckland Transport is deemed to have given its written approval (as requiring authority) under sections 176 or 178 of the RMA to enable Vector Limited (Vector), or any other party authorized by Vector, to undertake an activity for the purposes of operating, maintaining or upgrading Vector's existing infrastructure on the land in which Vector has a property interest, whether or not that is authorized by an existing Vector designation, where such works are provided for under the Electricity Act 1992 or an existing easement, and provided that Vector, or any party authorized by Vector will:

- give Auckland Transport 10 days' written notice of its intention to undertake such works, except for emergency works (as defined in the National Code of Practice for Utility Operators' Access to Transport Corridors 2011 (or any replacement of the Code) when prior notice is not required. In the case of emergency works notice of the works must be given to Auckland Transport as soon as is reasonably practicable before, or after the works are completed;
- meet any necessary health and safety requirements; and
- remedy at Vector's cost any physical damage Vector causes as soon as reasonably practicable after completion of the works.

Advice Note: Vector has acknowledged that Auckland Transport takes no responsibility for any damage resulting from the Vector works approved pursuant to this condition. For the avoidance of doubt, Auckland Transport is not giving requiring authority approval for any works beyond the scope of any existing property right, designation, or rights under the Electricity Act 1992.

Attachments

No attachments.

1684 Pedestrian Accessway - Hill Street

Designation Number	1684
Requiring Authority	Auckland Transport
Location	47 Hill Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H09-17, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Pedestrian accessway.

Conditions

1. The term for implementation of this designation be within 15 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1685 Road Widening - Neilson Street

Designation Number	1685
Requiring Authority	Auckland Transport
Location	35, 3, 39, 41, 45, 167-171, 270-274, 327, 333 and 343 Neilson Street, 8 and 10 Gloucester Park Road, 10 O'Rorke Street, 6-10 Selwyn Street and 9 Alfred Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H09-29, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Road widening.

Conditions

1. The building lines shall be in accordance with the modified plans identified as H09-29.
2. That the scheduled Italian cypress (632) located at 270 Neilson Street is to be replaced by a mature specimen tree of at least 4m in height at the time of planting. Before commencement of construction of the road widening, a landscaping plan giving details of the tree (showing the species, its location, size at time of planting, soil or growing medium depth and drainage) and also outlining a maintenance programme for the tree shall be submitted to the satisfaction of council. Planting of this tree shall be undertaken in accordance with the approved landscape plan during the first planting season after construction of the road widening commences.
3. Any existing parking, manoeuvring and planting areas which are affected by the proposed land take shall be relocated or reinstated in so far as is practicable and to the satisfaction of council.
4. That detailed plans of the proposed works are to be provided to the satisfaction of council at least two months prior to the commencement of construction. These plans shall clearly indicate where existing parking, manoeuvring and planting will be affected by the land take. The plans will also give details of any proposed relocation or reinstatement of parking, manoeuvring and planting areas. Within ten days of receipt of the plans council may request any reasonable changes to achieve the purpose of the requirement and with regard to the agreed conditions.
5. Any stormwater runoff arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the stormwater system. The location and specification of the sediment control device(s) shall be in accordance with Annexure 14 of the Auckland Council District Plan (Isthmus Section) 1999.
6. In accordance with Section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Advice Note

1. The Tranz Rail freight terminal is subject to an existing designation, "Auckland Freight Centre, Neilson Street vicinity". As such the council designation is to be identified as the later designation in the Unitary Plan. The provisions of Section 177 of the Resource Management Act (1991) apply accordingly.

Attachments

No attachments.

1686 Road Widening - Princes Street

Designation Number	1686
Requiring Authority	Auckland Transport
Location	24 Selwyn Street and 39-41 Princess Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-01, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut offs - 3m by 3m corner cut offs.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1687 Car Park - Church Street

Designation Number	1687
Requiring Authority	Auckland Transport
Location	81-97 Church Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-07, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1688 Road Widening - Arthur Street

Designation Number	1688
Requiring Authority	Auckland Transport
Location	119, 131-135, 151 Arthur Street and 250 Onehunga Mall, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-20, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - south side 3.05m from road boundary.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1689 Road Widening - Church and Galway Streets

Designation Number	1689
Requiring Authority	Auckland Transport
Location	130 Church Street and 115 Galway Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-28, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut offs - 3m by 3m cut offs.

Conditions

1. That the term for implementation of these designations be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. That the Church of Assumption building and surrounds located on the north-eastern corner be suitable protected during the construction of the designated work in direct consultation with the New Zealand Historic Places Trust.

Attachments

No attachments.

1691 Car Park - Waiapu Lane

Designation Number	1691
Requiring Authority	Auckland Transport
Location	1 Waiapu Lane, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-34, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1692 Car Park - Waller Street

Designation Number	1692
Requiring Authority	Auckland Transport
Location	9-21 Waller Street, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-35, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1694 Service Lane - Waller Street

Designation Number	1694
Requiring Authority	Auckland Transport
Location	3 Paynes Lane, Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-45, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed service lane.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991, this designation will lapse on the expiry of 12 (twelve) years after the date on which it is included in the Unitary Plan unless:
 - a. It is given effect to before the end of that period; or
 - b. The territorial authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period to give effect to the designation; or
 - c. The designation lapses earlier by virtue of the Unitary Plan ceasing to be operative.

Attachments

No attachments.

1695 Road Widening - Neilson Street

Designation Number	1695
Requiring Authority	Auckland Transport
Location	175-243 Neilson St (south side), Onehunga
Rollover Designation	Yes
Legacy Reference	Designation H10-50, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening.

Conditions

1. The building line shall be in accordance with the diagram.
2. Prior to construction of the road widening, a landscape plan shall be submitted for the written approval of the council. This will address in detail the mitigation required for the effects of the designation upon the pohutukawa tree on the north east corner of Waikaraka Park, the 21 trees on the playing fields and 10 smaller trees on the practice fields and the group of trees on the corner of the 249 Neilson Street property.
3. That detailed plans of the proposed demolition, reconstruction and supervision of the scheduled Neilson Street, Waikaraka Park historic wall, including the heritage impact upon the inner wall and the caretaker's house on the corner of Neilson Street and Captain Springs Road, are to be provided for the written approval of council prior to the commencement of works. Such plans and the construction methods shall ensure the general appearance and the scale of the historic walls are maintained.
4. That detailed plans of the proposed works are to be provided for the written approval of the council prior to the commencement of construction. These plans shall clearly indicate where existing parking, manoeuvring and planting will be affected by the land take. The plans will also give details of any proposed relocation or reinstatement of parking, manoeuvring and planting areas.
5. Any stormwater run-off arising from earthworks shall be contained and treated via an appropriate sediment control device to avoid additional sedimentation load being discharged into the stormwater system. The location and specification of the sediment control device(s) shall be in accordance with the Unitary Plan.
6. The term for implementation of this designation shall be 12 years from the inclusion of the designation in the Unitary Plan.

Advice Note

1. The main trunk sewer runs adjacent and parallel to the area for road widening. Prior to undertaking works in the designated area, Watercare Services Limited shall be notified and the sewer protected from damage by the proposed works. This is required under s. 39 of the Auckland Metropolitan Drainage Act (1960).

Attachments

No attachments.

1697 Road Widening - Captain Springs Road

Designation Number	1697
Requiring Authority	Auckland Transport
Location	153, 156A Captain Springs Road and 231-241, 252, 253-259 Church Street, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-06, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening and corner cut off.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1699 New Road - Pukemiro Street

Designation Number	1699
Requiring Authority	Auckland Transport
Location	57 Angle Street, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-13, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed road.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
2. Activities shall be in accordance with the development controls of the Unitary Plan.

Attachments

No attachments.

1700 New Road - Captain Springs Road

Designation Number	1700
Requiring Authority	Auckland Transport
Location	60 and 69 Captain Springs Road and and 13 and 59 Miami Parade, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-14, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed roading network.

Conditions

1. Means of mitigating adverse effects on the coastal marine area to be incorporated at the time of detailed design.
2. A detailed landscape plan be submitted to the Council at the time of detailed design.
3. Activities shall be in accordance with the development controls of the Unitary Plan.
4. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1701 New Road - Manukau Esplanade

Designation Number	1701
Requiring Authority	Auckland Transport
Location	59 Miami Parade, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-18, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed Road.

Conditions

1. That construction of the road and the road as completed does not impact adversely on the Manukau Harbour or coastal environment.
2. That means of mitigating any adverse effects on the coastal environment be incorporated in to the final design of the road.
3. That a landscape plan incorporating planting to reduce visual effect of the road on the coastal environment be submitted to the council at the time of detailed design.
4. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.
5. Prior to giving effect to the designation, a site investigation shall be undertaken to determine the extent, if any, of contaminated soils within the construction footprint of the road. Where this investigation identifies any contaminated soils, a contamination management plan shall be submitted to council for approval. The contamination management plan must contain details of the measures to be implemented during construction and operation of the road to avoid and mitigate adverse effects on the surrounding environment.

Attachments

No attachments.

1702 Road Widening - Neilson Street and Angle Street

Designation Number	1702
Requiring Authority	Auckland Transport
Location	273, 287, 291-305 Neilson Street and 2 Angle Street, Te Papapa
Rollover Designation	Yes
Legacy Reference	Designation H11-19, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening and corner cut off - 2.45m from road boundary and 5m by 5m corner cut off on both corners of Angle Street.

Conditions

1. That Auckland Transport in designing the works will have regard to the implications in any scheduled or protected item under the Unitary Plan directly affected by this work.
2. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
3. Where any construction works for a project on designated land that includes the total or substantial demolition of, or alterations and / or additions to, a building, structure or feature that is a scheduled historic heritage place, any outline plan of works that is required shall include:
 - a. an assessment of the effects of the historic heritage values of the place;
 - b. a consideration of alternative methods and/or appropriate mitigation to prevent or avoid damage, loss or destruction of the values of the historic heritage place.

This condition shall not apply in respect of repair or maintenance of the building, structure or feature.

This condition shall not apply where there is a conservation plan or similar plan for the management of the scheduled historic place and the proposed new works are in accordance with this conservation or similar plan.

Attachments

No attachments.

1703 Road Widening - Church Street

Designation Number	1703
Requiring Authority	Auckland Transport
Location	365-381, 340-396 Church Street and 2 Beasley Avenue, Southdown
Rollover Designation	Yes
Legacy Reference	Designation H12-02, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for road widening - both sides 2.74m from road boundary.

Conditions

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

Attachments

No attachments.

1704 Car Park - Atkinson Avenue

Designation Number	1704
Requiring Authority	Auckland Transport
Location	89 Atkinson Avenue, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-05, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1705 Car Park - Mason Avenue

Designation Number	1705
Requiring Authority	Auckland Transport
Location	21-25 Mason Avenue, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-08, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1706 Car Park - Hall Avenue

Designation Number	1706
Requiring Authority	Auckland Transport
Location	35-39 Hall Avenue and 28-34 Mason Avenue, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-09, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

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

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

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

Attachments

No attachments.

1708 Service Lane - Station Road to Huia Road

Designation Number	1708
Requiring Authority	Auckland Transport
Location	259-287 Great South Road, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-26, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed service lane.

Conditions

1. The term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.

Attachments

No attachments.

1709 Service Lane - Station Road to Mason Avenue

Designation Number	1709
Requiring Authority	Auckland Transport
Location	10-18 Station Road, 5-7 Mason Avenue and 303-337, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-27, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Proposed service lane.

Conditions

1. In accordance with section 184 of the Resource Management Act 1991 the designation will lapse 12 years from being operative in the Unitary Plan unless given effect to prior.

Attachments

No attachments.

1710 Car Park - High Street

Designation Number	1710
Requiring Authority	Auckland Transport
Location	12-16 High St, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation I14-31, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	Given effect to (i.e. no lapse date)

Purpose

Council car park.

Conditions

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - a. A new notice of requirement, which shall be publicly notified pursuant to section 168 of the Resource Management Act; or
 - b. A notice to alter the designation pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of section 181(3) of the Act.

Attachments

No attachments.

1711 Road Widening - Walmsley Road and Mangere Road

Designation Number	1711
Requiring Authority	Auckland Transport
Location	83 Walmsley Road, Otahuhu
Rollover Designation	Yes
Legacy Reference	Designation J13-08, Auckland City Council District Plan (Isthmus Section) 1999
Lapse Date	12 years from being operative in the Unitary Plan unless given effect to prior

Purpose

Building line for corner cut off.

Conditions

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the Unitary Plan in accordance with section 184 of the Resource Management Act 1991.
2. Auckland Transport when designing the works will have regard to any scheduled or protected item directly affected by the works.

Attachments

No attachments.

1713 Waterview Shared Path

Designation Number	1713
Requiring Authority	Auckland Transport
Location	Various – proposed shared path 2.4km in length connecting Alan Wood Reserve to Great North Road (near Alford Street).
Rollover Designation	Yes
Legacy Reference	Designation E04-19, Auckland Council District Plan (Isthmus Section) 1999
Lapse Date	10 years from when the circumstances in section 175(1) of the Resource Management Act 1991 apply

Purpose

Construction, operation and maintenance of the Waterview Walking and Cycling Facility.

Conditions

General

1. Except as modified by conditions below, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement, dated November 2014 and supporting and supplementary information provided. The information includes:

- a) Waterview Walking and Cycling Facility- Assessment of Environmental Effects to support Notice of Requirement and Resource Consents, Beca, 15 October 2014.
- b) Waterview Shared Path Land Requirement Plans, Rev E, dated April 2015.
- c) Further information contained within the Notice of Requirement and Resource Consent applications including all technical information, received by the Council on 17 November 2014.
- d) Additional landscape assessment supplied via email on 3 December 2014, subject 'WSP Landscape and Visual Assessment' and via fileshare on 11 December 2014 subject 'WSP update to landscape assessment' (Appendices Mc and Md), both received from Melissa Spearman, Beca.
- e) Additional information supplied via email on 3 March 2015, subject 'Waterview Shared Path- Response to Expert Comments and Feedback.pdf, received from Melissa Spearman, Beca.
- f) Additional information supplied via email on 19 March 2015, subject 'WSP - Response to Council's specialist reports' received from Melissa Spearman, Beca; and
- g) Revised design plans for the Soljak Place Bridge, provided in the Second Statement of Supplementary Evidence of Ms Amelia Joan Linzey, 1 May 2015.
- h) Waterview Shared Path – Alteration to Designation & Section 127 Application for the Trent Street Link and Harbutt Reserve Bridge, Well Connected Alliance, 26 May 2016
- i) Response to the letter titled 'Notice of Requirement to alter Auckland Transport Designation E04-19 (DP Isthmus PA388); Application to Change Conditions of Resource Consents R/REG/2014/4801 and R/REG/2014/4811 under Section 127 of the RMA-request for further information', prepared by the Well Connected Alliance, dated 7 July 2016
- j) Waterview Shared Path: Historic Heritage Management Plan, prepared by Clough and Associates Ltd, dated June 2016.
- k) Waterview Shared Path – Alteration to Designation & Section 127 Application for Albie Turner Field, Well Connected Alliance, September 2016
- l) The letter titled 'Re: Further Information Request, 30 November 2016 – Waterview Shared Path – Alteration to Designation & Section 127 Application for Albie Turner Field – September 2016', prepared by Auckland Transport, dated 12 December 2016.
- m) The letter titled 'Waterview Shared Path – Alteration to Designation & Section 127 Application for Albie Turner Field September 2016: Withdrawal from the NoR of the 45m Vehicle Access to Albie Turner Field (extending to the west beyond the Waterview Shared Path', prepared by Auckland Transport, dated 19 December 2016.

Outline Plan of Works

2. An Outline Plan of Works (OPW) (or staged outline plans) shall be prepared and provided to the Council pursuant to section 176A of the Resource Management Act 1991 (the RMA) with the exception that an OPW is not required for the Trent Street Link or the alteration to the Waterview Shared Path alignment at Albie Turner Field with the OPW matters having been addressed in the information provided under condition 1h), i), j), k), l) and m). The OPW shall include details on the following:

- a) Final Design and Route Details, including design of the Alford Street Bridge, and design and route plans for the Soljak Place Bridge;
- b) The Construction Environmental Management Plan (CEMP), including community engagement plans for construction works;
- c) The Construction Traffic Management Plan (CTMP);
- d) An Ecological Mitigation Plan (EMP) (including pest management plan and revegetation plans) and tree management;
- e) Heritage Mitigation; and
- f) Lighting Plans

Design/Route Details

Soljak Place Bridge

3. Design/route detail for the Soljak Place Bridge must be prepared as part of the OPW. The purpose of this design/route detail is to demonstrate how the design responds to the visual and shading impacts on the residents of 8 Soljak Place. Subject to the matters below, the design/route detail shall be in general accordance with the Waterview Shared Path Mitigation Options- Soljak Place Bridge, prepared by Boffa Miskell, dated 3 October 2014, Waterview Shared Path- Soljak Place Bridge & Planting Shadow Study, prepared by Boffa Miskell, dated 14 November 2014 except as modified by the Second Statement of Supplementary Evidence of Shannon Bray. The design/route detail shall be prepared subject to the following additional requirements:

- a) The route and design will seek to maximise the mitigation of the Soljak Place Bridge and ramps from the north/northwest boundary of the 45/8 and 46/8 Soljak Place, whilst maintaining compliance with the AUSTROAD regional shared path standards for a cycleway facility, as generally detailed in the revised design plans DG-CK- 4017, DG-ST-4210, DG-ST- 4025;
- b) Physical screening (of the Soljak Place Bridge) shall be provided to mitigate the visual and privacy effects of the Soljak Place Bridge on 45/8 and 46/8 Soljak Place, whilst minimising adverse effects of shading on these properties where practicable. Subject to the consultation with the residents required by Condition 3(d) below, the design of screening shall be in general accordance with the Waterview Shared Path Mitigation Options- Soljak Place Bridge plans, Figures 1-3. This mitigation shall be in place before the Soljak Place Bridge section (Soljak Place to Harbutt Reserve) is open for public use;
- c) Planting plans shall be provided to mitigate the visual effects of the Soljak Place Bridge on 39-44/8, and 45/8 and 46/8 Soljak Place. Subject to the consultation with these residents, as required by Condition 3(d) below, the plant species and planting design shall be in general accordance with the Waterview Shared Path Mitigation Options- Soljak Place Bridge plans, Figures 1-3;
- d) The requiring authority must consult the owners of the apartments at 39-44/8, and 45/8 and 46/8 Soljak Place and the Body Corporate, in respect of the mitigation options set out in Conditions 3(a), 3(b) and 3(c). The Outline Plan of Works must detail what consultation has been undertaken and clearly identify how any matters raised by the adjoining apartment owners have been taken into consideration in finalising the design of the bridge and associated mitigation; and
- e) Lighting plans for the Soljak Place Bridge shall be designed to achieve no more than 5 lux at the boundary of 8 Soljak Place.

4. In addition to the physical screening of the Soljak Place Bridge, within 3 months of the opening of the Soljak Place Bridge, Auckland Transport shall provide a written offer to the residents of 45/8 and 46/8 Soljak Place for installation of screening (either by installation of physical blinds or by application of window film on the existing north facing windows of these properties). Works will be limited to cosmetic treatment (e.g. film, curtains or blinds that can be affixed to the existing window/door structures).

a) If within 3 months of receipt of the written offer following the opening the Soljak Place Bridge the owners confirm acceptance of this offer, then Auckland Transport will undertake the installation of screening. Any non-response will be deemed a decline of the offer. If this opportunity is accepted by the owners of these residences, the owners will be responsible for arranging appropriate access to the property for undertaking the works.

Alford Street Bridge

5. Design detail for the Alford Street Bridge shall be prepared as part of the OPW required by

Condition 2. The purpose of this design detail is to demonstrate:

- a) How potential design opportunities can integrate with the existing Open Space activities (including the Oakley Creek Walkway) and the Wairaka Precinct development concepts; and
- b) How the design of the bridge and landing respond to cultural values and design responses identified by Mana Whenua (Kawerau a Maki Trust, Ngati Whatua Orakei Whai Maia Ltd, Ngai Tai Ki Tamaki, and Te Akitai Waiohoa); and
- c) How potential adverse effects on vegetation can be appropriately minimised, remedied and mitigated. The design detail shall be in general accordance with the Waterview Shared Path Concept Plans, presented in the Notice of Requirement and as revised in evidence (listed in Condition 1) and subject to the following additional requirements:
 - d) The design shall minimise construction within the floodplain (defined by the 1% AEP event) whilst minimising disruption to the existing Oakley Creek walkway;
 - e) The design shall minimise removal of vegetation from the Oakley Creek/Waterview Glades Reserve;
 - f) The requiring authority shall take all practicable steps to:
 - i) integrate with the land development plans of the Wairaka Precinct (recognising both the landholdings of Whai Rawa and Unitec); and to
 - ii) recognise Mana Whenua values as identified in cultural impact assessments or similar; and to
 - iii) consult with the following parties, in respect of the final design of the Alford Street Bridge: Auckland Council (Parks), Auckland Council (Auckland Design Unit), Ngati Whatua Orakei Whai Rawa Limited, Unitec, Friends of Oakley Creek, Kawerau a Maki Trust, Ngati Whatua Orakei Whai Maia Ltd, Ngai Tai Ki Tamaki, and Te Akitai Waiohoa;
 - g) The OPW shall detail what consultation has been undertaken and how any matters raised in this consultation has been taken into consideration in finalising the design of the bridge.

6. The final alignment of the Shared Path through Albie Turner Field and Phyllis Reserve will as far as practicable and within the designation, take into account development proposed for the reserve as detailed in any final, adopted Phyllis Reserve Masterplan.

Construction Environmental Management Plan (CEMP)

7. Prior to the commencement of construction and/or earthworks activity, the Outline Plan for that section of works (as required by Condition 2) must include a finalised Construction Environmental Management Plan (CEMP). No construction activity shall commence until the CEMP is confirmed as part of this Outline Plan process.

The final CEMP shall include information contained in the draft 'Waterview Shared Path Construction Environmental Management Plan Framework', prepared by Beca, dated 5 November 2014, including but not limited to:

- a) the management of general construction,
- b) processes to address public safety during construction by excluding the public from the work site during construction,
- c) communications, including processes to advise residents adjoining the construction site of works and Construction Team contact/liaison detail for residents and the community,
- d) erosion and sediment control,
- e) contaminated soils,
- f) construction noise and vibration
- g) trees,
- h) archaeology,

- i) herpetofauna
- j) compliance and monitoring requirements.

8. All construction related activity must be carried out in accordance with the final CEMP required by Condition 7 to the satisfaction of Team Leader, Central Monitoring, Auckland Council.

9. Following completion of construction works in the vicinity of the Mount Albert Playcentre, Auckland Transport shall (subject to approval from the operators of the Playcentre) provide for a full washdown of the Playcentre building and outdoor facilities on their site.

Construction Traffic Management Plan

10. A Construction Traffic Management Plan (CTMP) including but not limited to the following matters shall be prepared and implemented through the CEMP. The CTMP shall be provided to the relevant road controlling authority at least 10 working days prior to construction activity. The CTMP shall describe the measures that will be undertaken to avoid, remedy or mitigate the local and network wide effects of construction of the project. In particular, the CTMP shall include the following matters:

- a) Methods to avoid, remedy or mitigate the local and network-wide effects of the construction of individual elements of the project, particularly near Soljak Place and within the Unitec site (e.g. intersections/bridges);
- b) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction;
- c) Measures to maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the affected landowner (including Auckland Council Parks, Unitec and Whai Rawa Ltd);
- d) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths (including within Unitec) adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours; and
- e) Measures to minimise loss of parking through construction (including contractor vehicles).

Ecological Mitigation

11. A Pest Plant Control and Native Re-vegetation Plan (PPC&NRP) must be prepared and submitted as part of the OPW. The purpose of the PPC&NRP is to detail mitigation proposed to address potential ecological impacts of the Waterview Shared Path. The PPC&NRP must provide detail on the following works:

- a) The methodology used to clear pest plants pre construction and during construction;
- b) Confirmation of the mitigation planting and pest management proposed by the Waterview Glades landscape mitigation plan (required as part of the Waterview Connection Project) or, if such work is not required for that Project, as an alternative, confirmation of mitigation options for the clearance of the vegetation required for the construction and maintenance of Alford Street Bridge including:
 - Pest plant control proposed within the designated area, for up to 3 years following construction
 - Ecosourced (where practicable), native revegetation, to replace any native vegetation cleared including that within the SEA at a ratio of at least 1.5:1.
 - Long term planting maintenance.
- c) Confirmation of the impacts of the Waterview Shared Path on the remnant copses of Mahoe rock forest in the Phyllis Reserve/ Harbutt Reserve area (including the areas directly adjacent to the rail corridor). If the works impact on any copses of Mahoe, plans must be provided detailing the mitigation works proposed, including but not limited to:
 - Methods to minimise impacts on any Mahoe trees;
 - Pest plant control proposed within the designated area adjacent to the copse, for up to 3 years following construction;
- d) Details on the timing and sequencing of all mitigation works in respect of the overall construction programme.

12. All replacement plantings are to be ecosourced (where practicable) and be appropriate for their vicinity to the Oakley Creek.

13. All pest plant control and native re-vegetation must be carried out in accordance with the final PPC & NRP required by Condition 11 to the satisfaction of Team Leader, Central Monitoring, Auckland Council.

14. A Tree Management Plan (TMP) shall be prepared and be submitted with the OPW required by Condition 2. The purpose of the TMP is to provide detail on the mitigation measures proposed to address adverse effects on specimen and valued trees potentially affected by construction works of the Project. The Plan must provide detail on the following:

- a) The nominated 'Tree Works' Arborist;
- b) Plans detailing trees proposed for removal;
- c) Plans detailing valued trees where works will be required within the dripline;
- d) Procedures proposed for the identification of valued trees within the construction area and measures proposed to appropriately protect the dripline of these trees during general construction works (e.g. measures proposed to avoid construction traffic movement or storage within the dripline of the trees and any other measures to protect the ground surface where works are required in the dripline of trees);
- e) Procedures to be implemented for specific construction works where the shared path is within the dripline of valued trees (e.g. for works in the Unitec site).

15. The Requiring Authority shall undertake all practicable steps to consult with relevant landowners (including Auckland Council (Parks), Whai Rawa, Unitec and the owners of 8 Phyllis Street) in the preparation of the PPC&NRP and TMP, and include documentation on how that consultation has been responded to in the design plans above.

Lizard Management Plan

16. A Lizard Management Plan (LMP) shall be prepared and implemented by an experienced, Department of Conservation approved, herpetologist. The LMP shall include, but not be limited to, the following:

- a) Methods of survey and rescue prior to construction commencing;
- b) Methods of survey and rescue during construction of the pathway;
- c) Identification of relocation sites that have not been used for previous lizard rescues; and
- d) Recommended means of enhancement for identified rescue sites.

Heritage

17. The OPW must nominate the following personnel for the management of potential heritage impacts during construction:

- a) Project Archaeologist(s);
- b) Building archaeologist (or other specialist experienced in the history and recording of drystone walling) who is either confirmed by Heritage New Zealand approval or otherwise is confirmed as acceptable to Auckland Council Heritage Unit;
- c) Heritage stonemason; and
- d) Mana Whenua appointed personnel to observe sections of the Waterview Shared Path near the SEA, if identified and as required by Mana Whenua.

18. The OPW must provide detail on how the scheduled historic heritage features (historic stone walls, midden, visible features of the piggery) will be identified so that all contractors on site can appropriately avoid potential impacts of construction works on these areas (for example, by protective warning tape (to demarcate the area), coloured sandbags or other measures).

19. All works within 20m of historic heritage sites must be monitored by the project archaeologist.

Advice Note:

If any archaeological features are uncovered on the site, works should cease and the Team Leader Cultural Heritage Implementation and Heritage New Zealand (09 307 9920) should be notified immediately. The Heritage New Zealand Pouhere Taonga Act 2014 provides for the identification, protection, preservation and conservation of the historic and cultural heritage of New Zealand. It is an offence under this Act to destroy, damage or modify any archaeological site without an authority from Heritage New Zealand Pouhere Taonga. An archaeological site is defined as a place associated with pre-1900 human activity where there may be evidence relating to the history of New Zealand. Archaeological features' may include old whaling stations, shipwrecks, shell middens, hangi or ovens, pit depressions, defensive ditches, artefacts, or koiwi tangata (human skeletal remains), etc. For guidance and advice on managing the discovery of archaeological features, contact the Team Leader Cultural Heritage Implementation on 09 301 0101.

20. Potential adverse effects on the dry stone wall located in the vicinity of Laurel Street /Albie Turner Field are to be mitigated by:

- a) Manually removing the vegetation covering the length of the wall within the designation under supervision of the Project Archaeologist;
- b) Completing a full (scaled) photographic record of both sides of the wall, annotating this record and supplying it to the Team Leader Cultural Heritage Implementation (Auckland Council) within 6 months of the completion of works;
- c) Where the deconstruction of any portion of the wall is required under this designation all recording, drawing, photography and supervised removal of stone of this portion of the project must be undertaken by the specified Building Archaeologist (or other specialist experienced in the history and recording of drystone walling) in conjunction with the Heritage Stonemason identified under Condition 17.

20A. Additional information arising from heritage subcontractors (reports, analyses) relating to all historic heritage works along this shared path shall be supplied to the Team Leader Cultural Heritage Implementation, Auckland Council within 12 months of the completion of the project, to allow the Cultural Heritage Inventory to be updated.

21. The OPW shall include details of at least one interpretation sign with information relating to the Māori and early European history of the area. The purpose of the interpretative signage is to detail cultural and historic heritage values of the area . This interpretative signage shall be located in an appropriate location within the designation, in the northern part of the walkway (from Phyllis Street Reserve north). In addition, the interpretation panel could also incorporate information relating to ecological and geological values.

Advice Note:

All archaeological sites are protected under the provisions of the Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) (formerly the Historic Places Act 1993). It is an offence under this Act to destroy, damage or modify any archaeological site, whether or not the site is entered on the Heritage NZ (HNZ) List of Historic Places, Historic Areas, Wāhi Tapu and Wāhi Tapu Areas. Under section 44 of the Act, applications must be made to the HNZ for an authority to destroy, damage or modify an archaeological site(s) where avoidance of effect is not practicable . It is the responsibility of the applicant (consent holder) to consult with the HNZ about the requirements of the HNZPTA and to obtain the necessary Authorities under the Act should these become necessary, as a result of any activity associated with the proposed development. For information please contact the HNZ Northern Regional Archaeologist- Beverley Parslow (09) 307 9923.

Lighting Plans

22. The OPW required by Condition 2 shall include provision of plans to light the Waterview Shared Path. These plans shall demonstrate:

- a) that the spacing of lighting poles along the route demonstrates that, wherever practicable, lighting poles are located at the side boundaries of any adjoining residential property sites (so that lighting poles are, as much as practicable, not located in the middle of the rear boundary of adjoining residential properties) .

Where any lighting poles cannot be located at site boundaries, Auckland Transport shall take all practicable steps to consult with those landowners affected to achieve an agreed location;

b) that subject to (c) below, the proposed illuminance levels associated with any artificial lighting on the shared path shall comply 10 lux maximum illuminance levels on all boundaries with residential zoned properties;

c) that lighting of both the Alford Street Bridge and Soljak Place Bridge will be incorporated in the bridge handrails. Lighting of the Soljak Place Bridge will be incorporated in the bridge handrails on the main bridge span and the ramp opposite the north/north-west boundary of 45/8 and 46/8 Soljak Place as shown on the plan titled "Soljak Place Bridge Extent of Handrail Lighting" and referenced "DG-ST-4279" in Appendix H of Waterview Shared Path – Alteration to Designation & Section 127 Application for the Trent Street Link and Harbutt Reserve Bridge, Well-Connected Alliance. 26 May 2016; and

d) that lighting from the Soljak Place Bridge is designed to achieve no more than 5 lux the boundary of 8 Soljak Place, as required by Condition 3(e).

Section 176 RMA Waiver

23. Where works and activities are carried out within the Waterview Shared Path designation by Auckland Council (Parks), Unitec and Whai Rawa, or their agents (for the respective land holdings), and those works and activities do not prevent or obstruct users of the path or the maintenance requirements for the path, these parties are not required to obtain the written agreement of Auckland Transport usually required under s176(1)(b) of the RMA. Section 176(1)

(b) RMA written approval will be required from Auckland Transport if the activity involves any excavation of the Waterview Shared Path or the activity would prevent, restrict or otherwise obstruct use of the path (by pedestrians and/or cyclists or for maintenance or service access). If a s176(1)(b) written approval is required, the request must be in writing and be addressed to the Group Manager Property and Planning, Auckland Transport.

Lapsing of designation

24. The designation shall lapse on the expiry of a period of ten years after the date it is included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:

a) It is given effect to before the end of that period; or

b) the Council determines, on an application made within three months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

Alteration of designation boundary post-construction

25. Within 60 working days of completion of construction of the Waterview Shared Path the Requiring Authority shall:

a) Review the area designated for the Waterview Shared Path;

b) Identify any areas of designated land that are no longer necessary for the on-going operation and maintenance of the Waterview Shared Path, or for on-going mitigation measures; and

c) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

Monitoring

26. The consent holder shall pay the Council a consent compliance monitoring charge of \$1,000.00 (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent. (This charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc., all being work to ensure compliance with the above conditions).

The \$1,000.00 (inclusive of GST) charge shall be paid as part of the resource consent fee and the consent holder will be advised of the further monitoring charge or charges as they fall due. Such further charges are to be paid within one month of the date of invoice.

Attachments

No attachments.

1715 Newmarket Level Crossing Project

Designation Number	1715
Requiring Authority	Auckland Transport
Location	Lot 1 DP 57235, PT DP 23351, Lot 1 DP 206508, Allotment 37 SECT 4 SBRS OF Auckland, DP 24765, Pt Allotment 35 SECT 4 SBRS OF Auckland, Lot 1 DP 53284
Rollover Designation	No
Legacy Reference	N/A
Lapse Date	10 years from being operative in the Unitary Plan unless given effect to prior

Purpose

The construction, operation, and maintenance of a new road.

Conditions

DEFINITIONS

Consult, Consulting, Consultation

The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected parties, regarding those effects and proposals for the management and mitigation of them.

Material Change

Includes any amendment to information informing the CEMP or other Management Plan (including, but not limited to, methods, processes, procedures or details) which has potential to materially increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

Affected in Proximity

All owners and occupiers of properties within the 250m radius as depicted in Appendix 1 to the Assessment of Environmental Effects – Newmarket Level Crossing – Visual Catchment/Viewing Audience (prepared by Opus International Consultants and dated January 2016)

Directly affected parties

All property owners and occupiers identified within the designation footprint

The project

The construction of a new road connecting Laxon Terrace to Cowie Street including construction of a bridge over the Newmarket Branch Line and closure of the road connections between Sarawia Street and Laxon Terrace.

ABBREVIATIONS

PCCP	Pre-Construction Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CCCP	Construction Communication and Consultation Plan
CLG	Community Liaison Group
HNZPT	Heritage New Zealand Pouhere Taonga
CNVMP	Construction Noise and Vibration Management Plan
UDLP	Urban Design and Landscape Management Plan
CPTED	Crime Prevention Through Environmental Design
EMP	Ecological Management Plan
VMP	Vegetation Management Plan
CTMP	Construction Traffic Management Plan
HHMP	Historic Heritage Management Plan

General conditions

Condition number 1

- 1.1 Except as modified by the conditions below, the project is to be undertaken in general accordance with the following information:
- a) Notice of Requirement and Resource Consent - Assessment of Environmental Effects prepared by Opus International Consultants Ltd, August 2015;
 - b) Supporting environmental assessment reports dated August 2015;
 - c) Plans sets:
 - i. 1-C1135.00 Notice of Requirement Preliminary Design Plan, Sheet 1, Revision RI;
 - ii. 1-C1135.00 Notice of Requirement Preliminary Design - Longsection, Sheet 1A, Revision RI;
 - iii. 1-C1135.00 Notice of Requirement Bridge – General Arrangement, Sheet 1B, Revision RI;
 - iv. 1-C1135.00 Notice of Requirement Temporary Construction Designation, Sheet 2, Revision RI;
 - v. 1-C1135.00 Notice of Requirement Permanent Designation, Sheet 3, Revision RI;
 - vi. 1-C1135.00 Notice of Requirement Land Acquisition – 9 Cowie Street, Sheet 4, Revision RI;
 - vii. 1-C1135.00 Notice of Requirement Land Acquisition – Auckland Council Parks, Sheet 5, Revision RI;

- viii. 1-C1135.00 Notice of Requirement Land Acquisition – KiwiRail, Sheet 6, Revision RI;
 - ix. Newmarket Level Crossing Tree Identification Plan;
 - x. 1-C1135.00 Notice of Requirement Cowie St Effected Trees – 1, Sheet 8, Revision RI;
 - xi. 1-C1135.00 Notice of Requirement Cowie St Effected Trees – 2, Sheet 9, Revision RI;
 - xii. 1-C1135.00 Notice of Requirement Mitigation Planting Concept Plan, Sheet 10, Revision RI;
 - xiii. 1-C1135.00 Notice of Requirement Stormwater Drainage Plan – Sht 1 of 2, Sheet 11, Revision RI;
 - xiv. 1-C1135.00 Notice of Requirement Stormwater Drainage Plan – Sht 2 of 2, Sheet 12, Revision RI; and
 - xv. 1-C1135.00 Notice of Requirement Specimen Erosion & Sediment Control Plan, Sheet 13, Revision RI.
- d) Section 92 Response to Notice of Requirement and Resource Consent for the Newmarket Level Crossing Project prepared by Opus International Consultants Ltd, 23 December 2015;
 - e) Section 92 Response to Notice of Requirement and Resource Consent for the Newmarket Level Crossing Project prepared by Opus International Consultants Ltd, 5 February 2016;
 - f) Supporting documents (as updated by information provided by the Requiring Authority up until the close of the hearing)
- 1.2 Where there is inconsistency between:
- a) The documents provided by the Requiring Authority and listed above and these conditions, these conditions prevail.
 - b) The information and plans lodged with the Notice of Requirement and presented in evidence on behalf of the Requiring Authority at the Council hearing, the most recent information and plans prevail.
 - c) The evidence presented at the Council hearing and the management plans required by the conditions of this designation and submitted through the Outline Plan, the requirements of the management plans prevail.

Condition number 2

- 2.1 In accordance with section 184(1)(c) of the Resource Management Act 1991 (“RMA”), this designation will lapse if not given effect to within 5 years from the date on which it is confirmed.

Condition number 3

- 3.1 As soon as reasonably practicable, and no later than 12 months from the date of the project becoming operational, the Requiring Authority is to:
- a) Identify any areas of the designation that are no longer necessary for the on-going maintenance or operation of the project or for on-going mitigation measures; and
 - b) Give notice to the Auckland Council in accordance with section 182 of the RMA for the removal of those parts of the designation identified in (a) above.

Pre-construction conditions

Condition number 4

Appointment of communication and consultation manager

- 4.1 Within three months of confirmation of the designation, the Requiring Authority is to appoint a communication and consultation manager to implement the pre-construction Communication and Consultation Plan (condition 5). The communication and consultation manager is to be the main and readily accessible point of contact for persons affected by or interested in the project until the commencement of the construction phase of the project, or the contact person required by condition 13 is appointed.
- 4.2 The communication and consultation manager's contact details are to be listed in the pre-construction Communication and Consultation Plan, on the Requiring Authority's website, and on the Auckland Council's website.

Condition number 5

Pre-construction communication and consultation plan

- 5.1 The Requiring Authority is to prepare a pre-construction Communication and Consultation Plan. This plan is to be submitted to the Auckland Council's Major Infrastructure Projects Team Manager, three months prior to construction commencing to certify that the Plan has been prepared in accordance with this condition. The objective of the pre-construction Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in proximity parties prior to the commencement of construction of the project.
- 5.2 The Plan is to be implemented and complied with from the date of its certification until the commencement of construction.
- 5.3 This Plan is to set out recommendations and requirements (as applicable) that should be adopted by and/or to inform the Construction Environmental Management Plan ("CEMP") and management plans.
- 5.4 The pre-construction Communication and Consultation Plan is to set out how the Requiring Authority will:
 - a) Inform the community of project progress and likely commencement of construction works and programme;
 - b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the project;
 - c) Respond to queries and complaints. The information is to include but not be limited to:
 - i. who is responsible for responding;
 - ii. how responses will be provided; and
 - iii. the timeframes in which the responses will be provided.
 - d) Seek (and specify reasonable timeframes for) feedback and input from stakeholders, directly affected and affected in-proximity parties regarding development of the CEMP and management plans.
- 5.5 Where feedback in accordance with this condition is provided, the pre-construction Communication and Consultation Plan is to articulate how that feedback has informed the development of the CEMP and management plans and where it has not, reasons why it has not.
- 5.6 The pre-construction Communication and Consultation Plan is to be prepared in consultation with:

- a) All property owners and occupiers identified within the designation footprint;
 - b) All affected in proximity parties;
 - c) The CLG;
 - d) HNZPT; and
 - e) Network utility operators.
- 5.7 The pre-construction Communication and Consultation Plan is to include as a minimum:
- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.) and any other relevant communication matters;
 - b) Details of the communication and consultation manager for the pre-construction period including their contact details (phone, email and postal address);
 - c) The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected parties and other interested parties. Such methods are to include but not be limited to:
 - i. Newsletters;
 - ii. Newspaper advertising;
 - iii. Notification and targeted consultation with stakeholders, affected parties and affected in proximity parties; and
 - iv. The use of the project website for public information.
 - d) The methods for communicating and consulting with Mana Whenua for implementation of Mana Whenua principles for the project; and
 - e) How communication and consultation activity will be recorded.
- 5.8 The pre-construction Communication and Consultation Plan is to be publicly available once certified by the Council (Major Infrastructure Projects Team Manager) and for the duration of construction.

Condition number 6

Mana Whenua engagement

- 6.1 Within three months of the designation being confirmed, the Requiring Authority is to establish a kaitiaki Mana Whenua forum (or similar) to provide for an on-going role in the design and construction of the project and is to maintain this forum until completion of the construction period.
- 6.2 The Requiring Authority is to extend an invitation for membership of the kaitiaki forum to (but not limited to) representatives of:
- a) Ngāi Tai ki Tāmaki Tribal Trust;
 - b) Ngāti Maru Runanga;
 - c) Ngāti Pāoa Trust Board;
 - d) Ngāti Tamaoho Trust;
 - e) Ngāti Te Ata Waiohū;
 - f) Ngāti Whātua Ōrākei;
 - g) Te Ākitai Waiohū; and

h) Ngati Whatua Runanga.

6.3 The role of the kaitiaki forum may include (but is not limited to) the following:

- a) Input into preparation of the following plans as required by these conditions:
 - i. UDLP
 - ii. EMP
 - iii. CEMP
- b) Input into the structural design elements of the project to reflect cultural values using Te Aranga principles;
- c) Involvement of Mana Whenua in the removal and or replanting of any native tree species, or any on-going maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
- d) Working collaboratively with the Requiring Authority on archaeological matters;
- e) Undertaking kaitiakitanga responsibilities associated with the project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the project; and
- f) Undertaking monitoring of construction activities on site by representatives appointed by kaitiaki forum members.

6.4 All landscaping proposed as part of the UDLP and EMP is to be comprised of native plantings within their original habitat context and sourced from that ecological district in general accordance with the Ngāti Whātua Ōrākei Iwi Management Plan 2012.

6.5 The kaitiaki forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the project.

Condition number 7

Network utility operators

- 7.1 In the period before construction begins on the project, the following activities undertaken by network utility operators will not prevent or hinder the project, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:
- a) Maintenance of and urgent repair works to existing network utilities.
 - b) Minor renewal works to existing network utilities necessary for the on-going provision or security of supply of network utility operations.
 - c) Minor works such as new property service connections.
 - d) Upgrades to existing network utilities within the same or similar location with the same or similar effects on the Newmarket Level Crossing designation.
- 7.2 For the avoidance of doubt, in this condition an "existing network utility" includes infrastructure operated by a network utility operator which was:
- a) In place at the time the Notice of Requirement for the project was served on the Auckland Council; or
 - b) Undertaken in accordance with this condition or an approval given under section 176(1)(b) of the RMA.
- 7.3 On completion of construction of the project, security fencing is to be constructed at the termination of Sarawia Street with the approved landscaping required by these conditions.

Condition number 8

Community liaison group

- 8.1 Within three months of the confirmation of the designation, the Requiring Authority, in consultation with the Council, is to establish a Community Liaison Group ("CLG").
- 8.2 Membership of the CLG is to include representatives of the Requiring Authority and be open to all directly affected and affected in proximity parties to the project including, but not limited to, the following:
 - a) Representative(s) for and/or directly affected and affected in proximity property owners and occupiers;
 - b) Representative(s) for and/or members of the Cowie Street Residents Association Incorporated;
 - c) Representative(s) for and/or members of the Parnell Community Committee Incorporated;
 - d) Representative(s) for and/or members of Parnell Incorporated;
 - e) Representative(s) for and/or members of the Laxon Terrace and Youngs Lane Residents Group.
- 8.3 The purpose of the CLG is to:
 - a) Provide a means for receiving regular updates on project progress;
 - b) Monitor the effects of constructing the project on the community by providing a regular forum through which information about the project can be provided to the community;
 - c) Enable opportunities for concerns and issues to be reported to and responded to by the Requiring Authority;
 - d) Provide feedback on the development of the CEMP and any other management plans.
- 8.4 The Requiring Authority is to consult with the CLG in respect of the development of the CEMP and any other management plans.
- 8.5 The Requiring Authority is to appoint one or more persons appropriately qualified in community consultation as community consultation advisor(s) to (as a minimum):
 - a) develop and administer a code of conduct to ensure that the CLG works effectively;
 - b) act as a community consultation advisor to the CLG.
- 8.6 The Requiring Authority is to use its best endeavours to ensure that the CLG meets at least twice prior to the commencement of construction and then at least once every three months once construction has commenced.
- 8.7 Once construction has commenced, the Requiring Authority is to provide an update at least every three months to the CLG, with a copy of the update being provided to the Council, on compliance with the designation conditions, the CEMP, any management plans and any material changes to these plans.
- 8.8 The Requiring Authority is to provide reasonable administrative support for the CLG including organising meetings at a local venue, inviting all members of the CLG to meetings, and taking and disseminating meeting minutes.
- 8.9 The CLG is to continue for the duration of the construction phase of the project and for three months following completion of the project. The Requiring Authority is to use its best endeavours to ensure that the CLG meets at least once post completion of construction.

Construction conditions

Condition number 9

Outline plan requirements

- 9.1 Before construction is commenced, the Requiring Authority is to submit an outline plan for construction of the project to the Auckland Council in accordance with section 176A of the RMA. The outline plan may be submitted in stages to reflect any proposed staging of the physical works. The outline plan is to include:
 - a) The Communication and Consultation Plan;

- b) The CEMP;
 - c) Other management plans required by these conditions for any particular stage, including the:
 - i. CNVMP
 - ii. UDLP
 - iii. VMP
 - iv. EMP
 - v. CTMP
 - vi. HHMP
 - a) Any other information required by the conditions of this designation associated with the construction of the project.
- 9.2 The management plans listed above must clearly document the comments and inputs received by the Requiring Authority during its further discussion and consultation undertaken in accordance with these conditions.
- 9.3 The Requiring Authority may elect to give effect to the designation conditions associated with construction of the project:
- a) Either at the same time or in parts; and
 - b) By submitting one or more:
 - i. Communication and Consultation Plan;
 - ii. CEMP; and
 - iii. Other management plans required for any particular stage.
- 9.4 Early engagement by the Requiring Authority is to be undertaken with the Auckland Council in relation to preparation and submission of the outline plan to establish a programme that ensures achievable timeframes for both parties.
- 9.5 All works are to be carried out in accordance with the confirmed outline plan.

Condition number 10

Construction monitoring conditions

- 10.1 The Requiring Authority is to establish and to implement a collaborative working process with the Council (Major Infrastructure Projects Team Manager) for dealing with day to day construction processes, including monitoring compliance with these conditions and with the CEMP and management plans and any material changes to these plans associated with construction of the project.
- 10.2 This collaborative working process is to:
- a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.
 - b) Have a “key contact” person representing the Requiring Authority and its contractor team to work with the Council (Major Infrastructure Projects Team Manager)
 - c) The “key contacts” are to be identified in the CEMP and is to meet at least monthly with the Council (Major Infrastructure Projects Team Manager) unless a different timeframe is agreed. The purpose of the meetings is to:
 - i. Report on compliance with these conditions and with the CEMP, management plans and material changes to these plans and on any matters of non-compliance and how they have been addressed.
 - ii. Identify and agree:
 - a. that material changes have occurred or are required that require a review of the CEMP or management plans in accordance with condition 11. The key contacts are to provide

the Council (Major Infrastructure Projects Team Manager) with written confirmation that a material change has occurred or is required and;

b. Which receivers are affected parties.

10.3 The purpose and function of the collaborative working process is to:

- a) Confirm with the Council (Major Infrastructure Projects Team Manager) that:
 - i. The works authorised by this designation are being carried out in compliance with the designation conditions, the CEMP, management plans and any material changes to these plans.
 - ii. The Requiring Authority and its contractor(s) are undertaking all monitoring and recording the monitoring results in compliance with the requirements of the CEMP and management plans and any material changes to these plans.
- b) Subsequent to a confirmed outline plan, provide a mechanism through which any changes to the design, CEMP or management plans, which are not material changes requiring approval that triggers a requirement for a new outline plan, can be required, reviewed and confirmed.
- c) Advise where changes to construction works following a confirmed outline plan require a new CEMP or management plan.
- d) Review and identify any concerns or complaints received related to, the construction works monthly (unless a different timeframe is mutually agreed with the Council (Major Infrastructure Projects Team Manager) and the adequacy of the measures adopted to respond to these.

Condition number 11

Review process for CEMP and management plans

11.1 The CEMP and management plans are to be reviewed as a result of a material change to the project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either the Auckland Council or the Requiring Authority. The review is to take into consideration:

- a) Compliance with the designation conditions, the CEMP, management plans and material changes to these plans.
- b) Any changes to construction methods.
- c) Key changes to roles and responsibilities for the project.
- d) Changes in industry best practice standards.
- e) Changes to legal or other requirements.
- f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction.
- g) Any comments or recommendations received from the Auckland Council regarding the CEMP and/or subsidiary management plans.
- h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint.

11.2 The Requiring Authority is to provide the opportunity (and specify reasonable timeframes for) feedback and input from affected parties identified in condition 10.2(c)(ii)(b) regarding the CEMP and management plan review process.

11.3 A summary of the review process is to be kept by the Requiring Authority, provided annually to the Council (Major Infrastructure Projects Team Manager), and made available to the Auckland Council on request.

Condition number 12

Update of CEMP and/or management plans following review

- 12.1 Following any review process required by the previous condition, the CEMP or management plan may require updating.
- 12.2 Any material change to the CEMP and/or management plan must be consistent with the purpose and objective of the relevant condition.
- 12.3 Any affected parties (including any identified in accordance with condition 10.2(c)(ii)(b)) is to be notified of any material change proposed to a CEMP or management plan.
- 12.4 The CEMP and management plans must clearly document the comments and inputs received by the Requiring Authority from affected parties about the material change along with a clear explanation of where any comments have not been addressed in the CEMP or management plan, and the reasons why not.
- 12.5 Following that review any material change proposed to the CEMP and/or management plans relating to an adverse effect are to be submitted for approval to the Auckland Council's Compliance and Monitoring Officer at least 10 working days prior to the proposed changes taking effect. If any changes are not agreed, the relevant provisions of the RMA relating to approval of outline plans apply.

Condition number 13

Contact person

- 13.1 The Requiring Authority is to make a contact person available during standard working hours and also a 24 hour phone contact for the duration of the construction period to answer and to follow-up on public enquiries and concerns about the project and construction works.

Condition number 14

Construction Communication and Consultation Plan

- 14.1 The Requiring Authority is to prepare a Construction Communication and Consultation Plan ("CCCP") which is to be implemented and complied with for the duration of construction of the project. The objective of the CCCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, directly affected parties, Cowie Street Residents Association Incorporated (or a representative), and affected in proximity parties during construction of the project.
- 14.2 The CCCP is to set out how the Requiring Authority will:
 - a) Inform the community and Cowie Street Residents Association Incorporated (or a representative), of construction progress and future construction activities and constraints that could affect them (including activities that will cause noise, vibration and dust effects, information on temporary traffic disruptions and suggested alternative routes to avoid traffic disruption);
 - b) Provide early information on key project milestones;
 - c) Obtain and specify a reasonable timeframe (being not less than 10 working days) for feedback and inputs from directly affected and affected in proximity parties and Cowie Street Residents Association Incorporated (or a representative), regarding construction of the project (as part of the review process provided by condition 11) and implementation of the CEMP or other management plans; and
 - d) Respond to queries and complaints including but not limited to:
 - i) who is responsible for responding;

- ii) how responses will be provided; and
- iii) the timeframes within which responses will be provided.

14.3 As a minimum the Communication and Consultation Plan is to include:

- a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- b) Details of the Communication and Consultation manager for the project including their contact details (phone, email and postal address);
- c) The methods for identifying, communicating and consulting with people affected by the project including but not limited to:
 - i) The CLG;
 - ii) All property owners and occupiers identified within the designation footprint;
 - iii) Cowie Street Residents Association Incorporated (or a representative);
 - iv) All owners and occupiers immediately adjacent to construction sites;
 - v) HNZPT; and
 - vi) Network utility operators.
- d) Methods for communication and consulting in advance of the proposed hours for construction activities outside normal working hours and on weekends and public holidays, to directly affected and affected in proximity parties (including surrounding communities);
- e) How stakeholders, Cowie Street Residents Association Incorporated (or a representative), and persons affected by the project be consulted in the development and review of the CEMP and management plans, including specifying reasonable timeframes for feedback;
- f) Methods for communicating with directly affected and affected in proximity parties (including surrounding communities), Cowie Street Residents Association Incorporated (or a representative), bus (public and private) operators, taxi operators, bus users and the general public in advance of temporary traffic management measures and permanent changes to road networks and layouts;
- g) Methods for communicating and consulting in advance of construction works with emergency services (Police, Fire, Ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and the alternative routes or detours to be used; and
- h) The process for Concerns and Complaints Management (receiving, acknowledging, responding and reporting to the community on actions taken) required by condition 15.

14.4 The Communication and Consultation Plan is also to include (as relevant) linkages and cross-references to the CEMP and management plans.

14.5 If, in the course of amendments undertaken as part of the review process, a material change to the Communication and Consultation Plan is made, those parties affected by the change are to be notified within one month of the material change occurring.

Condition number 15

Concerns and complaints management

- 15.1 On receiving a concern or complaint during construction, the Requiring Authority is to instigate a process to address concerns or complaints received about adverse effects. This process is to:
- a) Identify the nature of the concern or complaint, and the location, date and time of the alleged event(s).
 - b) Acknowledge receipt of the concern or complaint within 24 hours of receipt.
 - c) Respond to the concern or complaint in accordance with the relevant management plan, which may include monitoring the activity by an appropriately qualified expert and implementation of mitigation measures.
- 15.2 A record of all concerns and / or complaints received is to be kept by the Requiring Authority. This record is to include:
- a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
 - b) Where practicable, the weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
 - c) Known project construction activities at the time and in the vicinity of the concern or complaint.
 - d) Any other activities in the area unrelated to the project construction that may have contributed to the concern or complaint such as non-project construction, fires, traffic accidents or unusually dusty conditions generally.
 - e) Remedial actions undertaken (if any) and the outcome of these, including monitoring the activity.
- 15.3 This record is to be maintained on site, be available for inspection on request, and is to be provided every two months (or as otherwise agreed) to the Council (Major Infrastructure Projects Team Manager).
- 15.4 Where a complaint remains unresolved or a dispute arises, the Council (Major Infrastructure Projects Team Manager) is to be provided with all records of the complaint and how it has been addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.
- 15.5 On receiving records of the complaint, the Council (Major Infrastructure Projects Team Manager) may determine whether a review of the CEMP and/or Management Plans is required under condition 11 to address the complaint. The Council (Major Infrastructure Projects Team Manager) will use its best endeavours to advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

Condition number 16

Contractors' Environmental Management Plan ("CEMP")

Preparation compliance and monitoring

- 16.1 The objective of the CEMP and other management plans is, so far as is reasonably practicable, to avoid, remedy or mitigate any adverse effects associated with the project construction. All works are to be carried out in accordance with the CEMP and management plans required by these conditions and in accordance with any changes to any of these plans.
- 16.2 The CEMP and other management plans are to be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the project.
- 16.3 The management plans are to give effect to any specific requirements and objectives set out in these designation conditions.
- 16.4 The CEMP is to include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the management plans.

- 16.5 Where mitigation measures are required to be implemented by the Requiring Authority in relation to construction of the project, it is to meet the actual and reasonable costs of implementing such mitigation measures.
- 16.6 The CEMP shall be prepared in consultation with Cowie Street Residents Association Incorporated (or a representative), and must clearly document the comments and inputs received by the Requiring Authority from Cowie Street Residents Association Incorporated (or a representative) and articulate how those comments and inputs have informed the development of the CEMP and where it has not, reasons why it has not.

Condition number 17

Contractors' Environmental Management Plan ("CEMP")

Information Requirements

- 17.1 To give effect to condition 16, the CEMP must include details of:
- a) Information boards clearly identifying the Requiring Authority and the project name, together with the name, telephone number and email address of the site or project manager and the communication and consultation manager;
 - b) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring;
 - c) The procedure for a cultural heritage induction for all parties involved in excavation works on the project site;
 - d) Training requirements for employees sub-contractors and visitors on the cultural history and significance of the area, construction procedures, environmental management and monitoring;
 - e) The site or project manager and the communication and consultation manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address);
 - f) The document management system for administering the CEMP, including review and Requiring Authority /contractor / Auckland Council requirements;
 - g) Environmental incident and emergency management procedures (including spills);
 - h) Environmental complaint management procedures;
 - i) An outline of the construction programme of the works, including construction hours of operation, indicating linkages to the other management plans which address the management of adverse effects during construction;
 - j) An outline of the location of the construction yard and how the construction yard is to be managed and maintained during the project including, but not limited to, how site offices and lower level noise construction activities will be located on the edge of the construction yards where practicable;
 - k) Specific details on demolition to be undertaken during the construction period;
 - l) How construction methods and processes will achieve waste minimisation and energy efficiency;
 - m) Methods to ensure the safety of the general public;
 - n) Specific details on the environmental monitoring to be undertaken throughout construction, as required by these designation conditions;
 - o) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent to the construction areas;
 - p) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;

- q) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation;
- r) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;
- s) Measures to ensure all temporary boundary / security fences associated with the construction of the project are maintained in good order with any graffiti to be removed as soon as possible;
- t) How the construction areas are to be fenced and kept secure from the public and the location and specifications of any temporary acoustic fences and visual barriers;
- u) The location of any temporary buildings (including workers' offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets);
- v) Measures adopted to ensure that any vehicles associated with construction of the project do not park on any adjacent streets.

Condition number 18

Project standards – construction noise

- 18.1 Construction noise is to be measured and assessed in accordance with the requirements of NZS6803:1999 Acoustics – Construction Noise. Noise generated from construction works is to comply with the long term noise limits stated in Tables 2 and 3 of NZS6803:1999 unless otherwise varied by a management schedule developed in accordance with condition 18.7.
- 18.2 The hours of work for construction activities shall be 0730 to 1800 from Monday to Saturday unless otherwise varied by a management schedule developed in accordance with condition 18.7.
- 18.3 Vibration from construction and demolition is not at any time to exceed the limits set out in Tables 1 and 3 of German Standard DIN 4150 Part 3: 1999 "Structural Vibration in Buildings – Effects on Structures" (the "DIN Standard") at any building.

Construction Noise and Vibration Management Plan

- 18.4 No later than ten working days prior to commencement of work on the project, the Requiring Authority must submit a Construction Noise and Vibration Management Plan ("CNVMP") to the Council (Major Infrastructure Projects Team Manager) for certification. The certified CNVMP and any management schedules prepared in accordance with condition 18.7 must be implemented, adhered to and maintained throughout the construction period.
- 18.5 The CNVMP must describe the best practicable option(s) that will be adopted to avoid, remedy or mitigate construction noise and vibration effects. The CNVMP must as a minimum address the noise management measures set out in Annex E of the NZS6803:1999 and the following:
 - a) Construction sequencing;
 - b) Machinery and equipment to be used, including promotion of the use of low noise machinery where practicable;
 - c) Hours of operation, including times and days and reasons for when it is necessary to undertake construction works outside of the hours in 18.2;
 - d) The design of noise mitigation measures such as temporary barriers or enclosures;
 - e) Methods for monitoring and reporting on construction noise; and
 - f) Methods for receiving and responding to complaints about construction noise.
- 18.6 The CNVMP must be prepared in accordance with the vibration management measures set out in the vibration standards of the DIN Standard and must address the following:
 - a) Vibration monitoring measures;
 - b) Vibration criteria;
 - c) Possible mitigation measures;

- d) Complaint response;
 - e) Reporting procedures;
 - f) Notification and information for the community of the proposed work;
 - g) Vibration testing of equipment to confirm vibration predictions;
 - h) Location for vibration monitoring when construction activities are adjacent to buildings identified for settlement monitoring.
- 18.7 Where an activity is predicted or measured to be non-compliant with the project standards in conditions 18.1 and/or 18.2, the Requiring Authority is to prepare a management schedule(s). Any management schedule is to be activity specific and include, as a minimum, the following details:
- a) A description of the activity (including duration), plant and machinery that is expected not to comply with the noise and/or vibration limits in conditions 18.1 and 18.2;
 - b) Predicted levels and proposed noise limits for all receivers where the levels will not be compliant with the limits in condition 18.1;
 - c) A description of the mitigation measures proposed to reduce the noise and vibration levels and minimise the degree of non-compliance as far as practicable including how the selected mitigation achieves the Best Practicable Option, and any mitigation options that have been discounted due to cost or any other reason;
 - d) A description of any additional methods to manage the effects on the affected parties (e.g. temporary accommodation during the specific activity).
- 18.8 Any management schedule produced in accordance with condition 18.7 is to be provided to the Council (Major Infrastructure Projects Team Manager) for certification no less than 5 working days prior to the authorised works commencing.
- 18.9 The CNVMP shall be prepared in consultation with Cowie Street Residents Association Incorporated (or a representative), and must clearly document the comments and inputs received by the Requiring Authority from Cowie Street Residents Association Incorporated (or a representative) and articulate how those comments and inputs have informed the development of the CNVMP and where it has not, reasons why it has not.

Condition Surveys

- 18.10 The Requiring Authority is to engage an appropriately qualified and experienced structural engineer who, prior to construction within 20 metres of any dwelling or structure on the properties shown on the Newmarket Level Crossing – Condition Survey Map prepared by Opus International Consultants dated 27 April 2016, is to undertake a survey of those dwellings and structures whose owners and occupiers provide their written consent for access. The survey is to assess the current condition of the exterior and interior of the dwellings and other structures (including swimming pools and masonry walls) and shall determine the vibration criterion for each dwelling and structure according to the DIN Standard. All surveys are to be at the Requiring Authority's cost.
- 18.11 A copy of each survey is to be provided to the Council's Team Leader Compliance and Monitoring – Central and a copy as it relates to the relevant property is to be made available to those property owners who participate in the survey and request a copy of the results.
- 18.12 On completion of the construction works a follow-up survey of each dwelling and/or structure surveyed is to be carried out at the Requiring Authority's cost.

Condition number 19

Urban Design and Landscape Plan

- 19.1 The Requiring Authority is to submit an Urban Design and Landscape Plan ("UDLP") to the Council (Major Infrastructure Projects Team Manager). The objective of the UDLP is to provide a framework that ensures:
- a) The integration of any above ground structures of the project into the surrounding landscape;

- b) To the greatest extent practicable, the avoidance, remediation or mitigation of any adverse landscape or visual effects of the project;
 - c) The operation of the project is consistent with relevant CPTED principles; and
 - d) Preservation of the amenity value of Cowie Street.
- 19.2 To achieve the objective of the UDLP, the UDLP is to provide details of how the following design elements have been incorporated in the detailed design of the project:
 - a) Visibility, sightlines and casual surveillance are to be maximised;
 - b) Concealment and isolation opportunities are to be minimised;
 - c) Fencing, landscaping and streetscape features are to be designed to maximise visibility;
 - d) Fencing and landscaping is to be utilised to discourage access to the rail corridor;
 - e) Design of above ground infrastructure is to encourage safe movement, orientation and way finding;
 - f) Materials and fixtures are to be vandal and graffiti resistant;
 - g) Design of above ground structures is to be integrated with the surrounding landscape to the greatest extent practicable;
 - h) Connectivity for pedestrians between Newmarket Park and the existing pedestrian network on Parnell Road, Laxon Terrace and Youngs Lane is to be provided for to the greatest extent practicable.
- 19.3 The UDLP is also to include the following details:
 - a) How the proposed lighting will meet the requirements of the Auckland Transport's Street Lighting Policy for "Pathways in high risk, high brightness areas");
 - b) How opportunities to promote the character of Newmarket Park have been included in design (e.g. through providing information boards/signage and viewing platforms);
 - c) How mitigation planting is in general accordance with the mitigation planting concept plan;
 - d) How mitigation planting in front of 9 Cowie Street will avoid or mitigate adverse visual effects of the overbridge from properties to the south;
 - e) How mitigation landscaping addresses the recommendations of the EMP. Details are to include:
 - i. Plans showing plant species, plant spacing, plant sizes at the time of planting; layout; grade; likely heights on maturity and how planting will be staged and established methods of ground preparation; fertilising; mulching; spraying and ongoing maintenance;
 - ii. A maintenance schedule for maintenance of vegetation covering no less than 3 years;
 - iii. Methods of ground preparation, fertilising, mulching, spraying and ongoing maintenance;
 - iv. A vegetation maintenance schedule for the proposed landscaping, in particular details of maintenance methodology and dates/frequencies for the first three years following completion of the construction works.
- 19.4 To achieve objective 19.1(d) AT will implement the following:
 - a) Construct the Project in accordance with the attached documents prepared by Opus and referenced as:
 - i. Plan titled Prelim Design Plan Option TC1 – Cowie St End Sheet 1B, Revision RJ,
 - ii. Plan titled Cowie Street Planting Landscape Concept Sheet L01 Revision 03,
 - iii. Plan titled Cowie Street Planting Street Tree Set Out 1 L02, Revision 03,
 - iv. Plan titled Cowie Street Planting Street Tree Set Out 2 L03, Revision 03,
 - v. Plan titled Cowie Street Planting Street Tree Set Out 3 L04, Revision 03,
 - vi. Plan titled Cowie Street Understory Planting L05, Revision 03,
 - vii. Plan titled Cowie Street Planting Landscape Plant Schedule L06, Revision 03,
 - viii. Plan titled Cowie Street Amenity Improvements Poplar Tree Protection Sheet SK A02, Revision RK, and
 - ix. Memo titled Cowie Street Concept Design Summary dated 8 March 2017.

- b) Methods to emphasise the low speed residential environment of Cowie Street including the provision of traffic calming measures at the entrance to the new bridge in the form of a give-way sign and textured paving to slow traffic approaching and entering the bridge as shown on the memo titled Cowie Street Concept Design Summary dated 8 March 2017.
 - c) Form, type, location and duration of any signage on Cowie Street including any road signs and temporary way-finding signs (six month duration) on Parnell Road indicating access to Newmarket Park or Broadway Park.
- 19.5 The Requiring Authority is to undertake a practical completion audit of the landscaping implemented under condition 19 at the end of the 3 year maintenance period. Any defects identified by the audit are to be remedied by the Requiring Authority to the satisfaction of the Auckland Council's Compliance Monitoring Officer.
- 19.6 Following completion of the construction works on the site (or at a time agreed with the Council (Major Infrastructure Projects Team Manager), the Requiring Authority is to implement the UDLF. The planting is to be implemented and maintained to the satisfaction of the Council (Major Infrastructure Projects Team Manager).
- 19.7 The UDLF is to be prepared in consultation with the Auckland Council, the Waitemata Local Board, mana whenua, KiwiRail, Cowie Street Residents Association Incorporated (or a representative), and property owners identified in the Visual Catchment/Viewing Audience map dated January 2016 prepared by Opus International Consultants as part of the Assessment of Environmental Effects ("map 2") as being in Zone A and B (refer also to the definitions provided for these conditions). The Requiring Authority is to consider feedback from these parties and the means by which any relevant suggestions may be incorporated in the UDLF.
- 19.8 As part of the UDLF submitted, the Requiring Authority is to:
 - a) Provide a record of feedback received from the parties referred to in condition 19.7.
 - b) Provide detail regarding the degree to which the feedback has been considered and where applicable incorporated into the design. Where feedback has not been incorporated, the Requiring Authority is to provide comment as to reasons why the feedback has not been incorporated.

Condition number 20

Tree protection

- 20.1 Prior to commencement of construction, the Requiring Authority is to appoint a qualified arborist ('Works Arborist') for the duration of the works. The role of the Works Arborist is to supervise all tree removals and works within the dripline of protected trees and street trees adjacent to the works site.
- 20.2 Contact details of the Works Arborist are to be provided to the Auckland Council's nominated project arborist prior to construction and in accordance with the CEMP.
- 20.3 Prior to commencement of construction, a pre-commencement meeting is to be conducted at the site. The pre-commencement meeting is to:
 - a) Be attended by the Works Arborist, Council's project arborist and a representative Arborist on behalf of Cowie Street Residents Association Incorporated; and
 - b) Brief all contractors, sub-contractors and work site supervisory staff who will be carrying out project works of vegetation protection measures required on the site during construction.
- 20.4 Prior to works commencing, the following are to be implemented;
 - a) Protective fences of day-glo mesh attached tautly to closely spaced Waratah standards are to be erected to enclose as much of the dripline areas of affected trees as practicable. The locations of these fences is to be agreed and supervised by the Works Arborist.
 - b) On completion of the pre-commencement meeting (condition 20.3), the Works Arborist is to submit a compliance memo to the Auckland Council's Compliance Officer and/or the Council's project arborist for certification.

- c) Communications and actions undertaken by the Works Arborist to manage activities implemented under condition 20.4 are to be supplied as part of the arboriculture works log sheet which is to form part of the tree management compliance report specified in condition 20.9.
- 20.5 In the event activities, machinery, storage of materials and/or vehicle tracking associated with construction are required within the dripline of trees and/or protected vegetation, the Requiring Authority, through the Works Arborist, must:
 - a) Ensure no passage of machinery, or emplacement of materials, equipment, fuels and oils, and spoil, is permitted within the dripline of trees and/or protected vegetation without approved protection measures being installed.
 - b) Where 20.5(a) cannot be achieved, a practicable solution to protect the affected tree must be recommended by the Works Arborist. Methods may include, but are not limited to
 - i. track-mats,
 - ii. plywood at a minimum thickness of 17mm must be utilised in any machinery movement.
 - c) Storage of materials, equipment, and spoil must be stored on a hard surface adjacent to the works area with polythene sheeting or plywood used as a further preventative measure.
- 20.6 All tree removal, pruning and works within the dripline of protected trees shall be undertaken in accordance with, but not limited to, the tree protection methodology provided in sections 8 and 9 of the arboricultural assessment prepared by Peers Brown Miller Ltd, dated 24 July 2015. A copy of this report is to be accessible on the site at all times.
- 20.7 In accordance with condition 20.5(a), excavation undertaken to install new hard surface and/or permanent structures within the dripline of protected trees is to:
 - a) Be assessed by the Works Arborist prior to excavation works occurring;
 - b) Be undertaken with approved methods to prevent damage to the tree, as recommended by the Works Arborist;
 - c) Excavation works are to be monitored by the Works Arborist,
 - d) Pruning of protected trees is to be carried out prior to works commencing by the Works Arborist or a qualified arborist under the instruction of the Works Arborist.
- 20.8 The Requiring Authority is to submit a Vegetation Management Plan ("VMP") to the Auckland Council. The VMP is to be prepared in accordance with the recommendations provided in the arboricultural assessment prepared by Peers Brown Miller Ltd, dated 24 July 2015. The VMP is to include, but not be limited to:
 - a) Measures to ensure that all contractors, sub-contractors, and workers engaged in all activities covered by this designation are advised of the tree protection measures required by conditions on the designation, and operate in accordance with those;
 - b) A tree works methodology for works in the root-zone of the mature Poplar and Puriri trees at 9 Cowie Street, with construction details for the proposed bridge and roadway designed to avoid any adverse effects on the immediate and long term health and stability of the trees;
 - c) Methods adopted to ensure the avoidance to the greatest extent practicable of machinery striking any part of any tree during the course of the project.
- 20.9 The Requiring Authority is to submit compliance reports on a monthly basis throughout the course of the works to the Auckland Council's project arborist and to the Major Infrastructure Projects Team Manager, Auckland Council. The compliance reports are to include:
 - a) A digital photographic record of the tree works undertaken from the Works Arborist.
 - b) Details of each instance that the Works Arborist is present on the site to supervise and monitor works in the rootzone of retained trees.
 - c) Details (including photographs) of all of the activities which have been undertaken on or within the rootzone of retained trees and
 - d) Confirmation that the works to date have been in accordance with the conditions of this designation while under the direction of the Works Arborist.
- 20.10 A tree management completion report is to be completed by the Works Arborist and provided to the Council's project arborist within one month of completion of construction. The tree management completion report is to:

- a) Confirm (or otherwise) that the works have been undertaken in accordance with the tree protection measures required by these conditions and under the direction of the Works Arborist.
- b) Confirm that the impact on the protected trees has been no greater than that provided for by the conditions.

Condition number 21

Ecological Management Plan

- 21.1 The Requiring Authority is to prepare and submit an Ecological Management Plan ("EMP") to the Council (Major Infrastructure Projects Team Manager). The objective of the EMP is to detail the ecological management and monitoring programme that will be implemented to manage ecological effects on the environment during and after the construction phase of the project.
- 21.2 The EMP is to be prepared by an appropriately qualified and experienced ecologist prior to commencement of the works.
- 21.3 The EMP is to include, but not be limited to, the following:
 - a) A revegetation planting plan using appropriate native species eco-sourced from the Tamaki Ecological District;
 - b) A planting schedule, methodology, and an implementation and maintenance programme;
 - c) A weed and pest management programme for a minimum of two years commencing on completion of the revegetation planting;
 - d) A Herpetofauna Management Plan ("HMP") prepared by a qualified herpetologist. The HMP should include, but not be limited to, the following:
 - i. Lizard capture-relocation methodologies and timeframes including a minimum capture period duration of eight weeks outside of winter months.
 - ii. Details of habitat enhancement and protection measures.
 - iii. Details of a predator control programme including methodologies and timeframes.
 - iv. Details of any monitoring proposed to assess the effectiveness of the mitigation.
 - e) The revegetation planting is to be implemented during the first planting season (April to July) following the completion of works.

Condition number 22

Network utility infrastructure

- 22.1 The Requiring Authority must ensure that access to the existing infrastructure of network utility operators for maintenance work (at all reasonable times) and for emergency works (at all times) is not adversely affected by the activities authorised by the designation.
- 22.2 During final design of the project the Requiring Authority is to:
 - a) Liaise with all relevant network utility operators in relation to any part of the works within the designation where their infrastructure may be affected; and
 - b) Where required, make all reasonable changes requested by such network utility operators to the relevant design plans and methodologies, to ensure that access to, maintenance and the operation of, all network utility infrastructure within the designated area is not adversely affected.
- 22.3 Where during design or construction such infrastructure is found to be affected, subject only to reasonable planned interruption, the Requiring Authority is to either:

- a) protect the utility from any activity which may interfere with the proper functioning of the services, relocate it to the same or similar standard (including property rights) as the operator currently had before commencement of the project; or
 - b) repair or replace, at the Requiring Authority's expense, any infrastructure damaged during construction to the reasonable satisfaction of the affected network utility operator.
- 22.4 For works impacting on Vector assets, the requiring authority will consult with Vector Limited and enter into an agreement describing how the assets are to be relocated, and how the costs are to be apportioned. That agreement is to be consistent with Vector's standard "Agreement for Movement of Infrastructure", and is to be in place prior to any works taking place pursuant to the designation that might affect Vector's assets.
- 22.5 Works required at the termination point of Sarawia Street are to be designed in consultation with KiwiRail to address the following:
 - a) Prevent pedestrian access from Sarawia Street to KiwiRail land; and
 - b) Appropriate fencing and structures located adjacent to KiwiRail land.

Condition number 23

Lighting

- 23.1 Any lighting used to illuminate carriageways is to be designed and located so that lighting levels comply with the Australia New Zealand Roadway Lighting Standard 1158, (series) - Lighting for Roads and Public Spaces.
- 23.2 Any lighting employed to illuminate carriageways is to be sited and designed to ensure that no more than 10 lux (vertical) of light is spilled during night time hours onto any residential building. This is to be measured at the windows of any habitable room in any such building.

Condition number 24

Construction Traffic Management Plan

- 24.1 The Requiring Authority is to submit a Construction Traffic Management Plan ("CTMP") to the Council (Major Infrastructure Projects Team Manager). The objective of the CTMP is to provide a framework to avoid, remedy or mitigate adverse traffic effects associated with the construction of the project.
- 24.2 The CTMP is to be provided to the Auckland Council at least 10 working days prior to construction activity and is to be implemented and complied with for the duration of construction of the project.
- 24.3 The CTMP is to describe the measures that will be undertaken to avoid, remedy or mitigate the local and network-wide effects of construction of the project. In particular, the CTMP is to include (but not be limited to) the following matters:
 - a) Methods to avoid, remedy or mitigate the local and network-wide effects of the construction of individual elements of the project particularly near Cowie Street and Sarawia Street (e.g. intersections/ bridges);
 - b) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks) during construction and methods to manage and control traffic during construction on Cowie Street particularly at the intersection of Cowie Street and Parnell Road;
 - c) Measures to maintain existing vehicle access, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative access arrangements in consultation with the Auckland Council and the affected landowner;

- d) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access is to be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours; and
- e) Measures to minimise loss of parking through construction (including no parking on Cowie Street by contractor vehicles).

Condition number 25

Parking

- 25.1 Subject to the recommendations of a safety audit of the detailed design, there is to be no loss of on-street parking on Cowie Street. If the outcome of the detailed design safety audit necessitates the loss of on-street parking on Cowie Street, any reduction of on-street parking is to be minimised to the greatest extent practicable.
- 25.2 The CTMP will also specify that no on-street parking in Cowie Street will be used for commuter parking by employees of the contractor.

Condition number 26

Historic Heritage Management Plan

- 26.1 The Requiring Authority is to prepare and submit a Historic Heritage Management Plan ("HHMP") to the Auckland Council at least 20 working days prior to commencement of any activity authorised by the designation. The objective of the HHMP is to provide a framework for the avoidance, remediation or mitigation of adverse effects on archaeological remains during construction, as far as reasonably practicable.
- 26.2 The Requiring Authority is to submit the HHMP to the Manager: Heritage Unit, Auckland Council to confirm that the activities undertaken in accordance with the HHMP will achieve the objectives of the plan and compliance with the following conditions.
- 26.3 The HHMP is to be prepared by the Requiring Authority in consultation with HNZPT and the Auckland Council's Heritage Unit (Cultural Heritage Implementation) and is to include details of (but not be limited to):
 - a) Details of all the historic heritage sites in the development area;
 - b) How construction, operation and maintenance of the project will ensure that any effects on the circa 1914 scoria retaining wall will be avoided;
 - c) How adverse direct and indirect effects on historic heritage sites identified are proposed to be avoided, remedied or mitigated;
 - d) The training requirements proposed to ensure the project team is aware of the processes and procedures;
 - e) Measures proposed for the storage and curation of the site archive and dissemination of the results of any fieldwork investigations undertaken in relation to historic heritage;
 - f) Details of the storage and curation of the site archive and dissemination of the results of any fieldwork investigations undertaken in relation to historic heritage;
 - g) Auckland Transport's Accidental Discovery Protocols as set out below:
 - i. If, at any time during site works, potential koiwi, archaeology or artefacts of Māori origin are discovered, then all site works, including earth moving machinery must stop around the location of the find and the following accidental discovery protocol must be followed.

- ii. The site owner or the site manager must immediately advise the kaitiaki and kaumatua of the relevant Mana Whenua, Team Leader Cultural Heritage (Implementation) and Heritage New Zealand Pouhere Taonga.
- iii. Mana Whenua will determine the tikanga for appropriate preservation, management and handling of the koiwi, archaeology or artefacts of Māori origin that are uncovered, which may include removal of the koiwi, archaeology or artefacts of Māori origin from the site by Mana Whenua or preservation within the site.
- iv. Preservation of the koiwi, archaeology or artefacts of Māori origin that are uncovered may require amendments to the site works to avoid adverse effects on sites of significance to Mana Whenua and Māori values.
- v. Works in the identified area must not recommence until approval has been granted by HNZPT in consultation with Mana Whenua.
- vi. Any final archaeological reporting resulting from an accidental discovery is to be submitted to the Council's the Cultural Heritage Team (Implementation) for the purpose of record keeping within 30 days of an updated report being provided to HNZPT.

Advice Notes

AN1

Some of the project land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.

AN2

The resource consents for the project granted by the Council also include conditions that require preparation and implementation of a CEMP. It is appropriate that a single CEMP be prepared by the Requiring Authority/consent holder which meets the conditions of this designation and the conditions of the resource consents.

AN3

Certification of the Historic Heritage Management Plan by the Council relates only to those aspects of the management plan that are relevant under the Resource Management Act 1991. The certification does not amount to an approval or acceptance of suitability by the Council of any elements of the management plan that relate to other legislation, for example, but not limited to, the Heritage New Zealand Pouhere Taonga Act 2014 ("HNZPTA").

AN4

It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under section 43 of the HNZPTA) archaeological site without the prior authority of Heritage New Zealand Pouhere Taonga ("HNZPT") issued under the HNZPTA. The HNZPTA also requires that approval be sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist (ArchaeologistMN@heritage.org.nz).

AN5

The Requiring Authority is advised that installation of silt fences within the rootzone of retained trees must not involve the excavation or alteration of ground levels. Alternative methods to trenching should entail pinning the bottom edge of the siltcloth to the ground (using ground staples) and reinforcing with straw bales or similar. This requirement also applies where tree protection and silt/erosion control fences are combined into the one fence and constructed in the protected rootzone area.

AN6

The EMP may be incorporated into the landscape plans for the project provided all the requirements of the EMP condition are met.

Attachments

No attachments.

1716 AMETI Stage 2A

Designation Number	1716
Requiring Authority	Auckland Transport
Location	Between Panmure Roundabout and Pakuranga town centre
Lapse Date	20/3/2028

Purpose

The designation will provide for a separated busway between Panmure from the Panmure roundabout to Pakuranga along with associated cycleways, footpaths, and extensive landscaping

Conditions

Definitions

Term	Definition
Affected in proximity	Owners and occupiers who are not directly affected but may experience an adverse effect as result of their physical distance to the designation and works and includes, but is not limited to, neighbours and adjacent property owners.
Confirm Confirmation of (the designation)	This refers to the date on which section 175(2) of the RMA applies.
Consult Consulting Consultation	The process of providing information about the construction works, and receiving for consideration information from stakeholders directly affected and affected in proximity parties regarding those effects and proposals for management and mitigation of them.
Fully operational traffic lane	May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.
Two way access	Access into and out from a site or a road. This access may include restrictions (e.g. left in, left out) where these are specified in the relevant conditions.
Best practicable option	Has the same meaning as provided in the Resource Management Act 1991, namely: Best practicable option, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to— (a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and (b) the financial implications, and the effects on the environment, of that option when compared with other options; and (c) the current state of technical knowledge and the likelihood that the option can be successfully applied.
Historic heritage	This includes heritage buildings, sites and places in the Auckland District Plan (Isthmus or Manukau Sections), or in the Auckland Unitary Plan: Operative in Part (for heritage rules currently with legal effect) or as specifically identified in conditions. These buildings, sites and places may, or may not, be identified in the New Zealand Heritage List/Rārangī Kōrero ('the List') or the New Zealand Archaeological Association site recording scheme. It also includes any historic heritage items as yet undiscovered, but discovered during the works, including archaeological sites and post-1900 material of historic heritage value discovered during

	works that meet the AUP: OP criteria for scheduling.
Mana whenua	<p>Mana whenua for the purpose of this designation are considered to be the following (in no particular order) who at the time of the Notice of Requirement expressed a desire to be involved in the AMETI Stage 2A project:</p> <ul style="list-style-type: none"> • Ngāi Tai ki Tāmaki Tribal Trust; • Ngāti Maru Runanga; • Ngāti Paoa Iwi Trust; • Ngāti Tamaoho Trust; • Ngāti Te Ata Waiohua; • Ngāti Whanaunga Inc Soc; • Ngāti Whātua Ōrākei; and • Te Ākitai Waiohua.
Material change	Includes amendment to any base information informing the Construction Environmental Management Plan or other subsidiary management plans or any process, procedure or method of the CEMP or other plan which has potential to increase adverse effects on a particular receiver materially.
Protected premises and facilities ("PPF"s)	<p>For noise, PPFs are defined in accordance with the New Zealand Standard for Road Traffic Noise for New and Altered Roads 2010 (NZS 6806) as spaces inside buildings that are used for residential activities, marae, overnight medical care and teaching.</p> <p>For vibration, PPFs are dwellings, educational facilities, boarding houses, homes for the elderly and retirement villages, marae, hospitals that contain in-house patient facilities and buildings used as temporary accommodation (eg motels and hotels).</p>
Green asset	<p>Any type of plant, tree or organic matter. It includes but is not limited to:</p> <ul style="list-style-type: none"> • trees (saplings and mature specimens) • shrubs • soil • sand • flowers • irrigation • grass (native and green) • mulch • bark • landscaping • rain gardens.

Abbreviations

Acronym	Description
AUP: OP	Auckland Unitary Plan: Operative in Part
BPO	Best practicable option
CCP	Communication and Consultation Plan
CEMP	Construction Environmental Management Plan
CNVMP	Construction Noise and Vibration Management Plan
CTMP	Construction Traffic Management Plan
HCV	Heavy commercial vehicle

HHMP	Historic Heritage Management Plan
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
ICOMOS	International Council on Monuments and Sites
LMP	Lizard Management Plan
MSE	Mechanically stabilised earth (wall)
NoR	Notice of Requirement
POA	Protected Objects Act 1975
PPF	Protected Premises and Facilities
RMA	Resource Management Act 1991 and its subsequent amendments
SSCNMP	Site Specific Construction Noise Management Plan
SSCVMP	Site Specific Construction Vibration Management Plan
TPMP	Tree Protection and Management Plan
TNMP	Traffic Noise Mitigation Plan
UDLP	Urban Design and Landscape Plans

GENERAL CONDITIONS

1. Except as modified by the conditions below, or by any outline plan, the project is to be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement and supporting documents as follows:

- a. Volume 1: Notice of Requirement for Designation under section 168(2) of the Resource Management Act 1991 (RMA).
- b. Volume 1: Appendix A – Land requirement plans, dated 15 December 2016.
- c. Volume 1: Appendix B – Schedule of Affected Properties, dated 15 December 2016.
- d. Volume 2: AMETI Stage 2A Project - Assessment of Environmental Effects, prepared by Beca Ltd, dated 22 December 2016.
- e. Volume 3: AMETI Stage 2A –Plans Appendix A – Operational Scheme Plans, prepared by Beca Ltd and Tonkin & Taylor:
 - i. Lagoon Drive Urban Busway & Panmure Bridge, 3311120-CE-4000 Rev E (dated 19-April 2017), 4001 to 4003 Rev D (dated 15 December 2016), 3311120-CE-4004 Rev E (dated 19 April 2017), 3311120-CE-4005 Rev D (dated 15 December 2016); Pakuranga Road, 3311120-CE-4006* to 4008 Rev B, 3311120-CE-4009 Rev E (dated 19 April 2017), and 4010 Rev B (dated 10 April 2015);

***Note:** Operational Scheme Plan 3311120-CE-4006 is required by these conditions to be amended in order to show a clearway to be marked on the carriageway at the entrance/slipway to the properties at 1-9A Pakuranga Road

- f. Volume 3: AMETI Stage 2A –Plans Appendix B:
 - i. Landscape Plans: Landscape Plan Sheets, 439003-AR-4100 Rev B (dated 28 January 2016), 3311120-AR-4101 Rev B (dated 28 January 2016), 3311120-AR-4102 Rev C (dated 8 December 2016), 3311120-AR-4103 Rev B (dated 28 January 2016), 3311120-AR-4104 Rev D (dated 23 May 2017), 3311120-AR-4105 to 4108 Rev B (dated 28 January 2016), 3311120-CE-AR-4109 Rev D (dated 30 May 2017), 3311120-AR-4110 Rev B (dated 28 January 2016);
 - ii. Planting Schedule, 3311120-AR-4201 to 4206, Rev A (dated 30 April 2015);
 - iii. Typical sections, 3311120-AR-4201 Rev A, 4301 Rev B (dated 8 December 2016), 4302 Rev A (dated 30 April 2015), 4303 Rev C (dated 23 May 2017), 4304 Rev A (dated 30 April 2015); and 49003_AR-4304 Rev B (dated 28 January 2016).
- g. Volume 3: AMETI Stage2A – Plans of Structures and Typical:
 - i. Proposed Busway Bridge Plans 3311120-SE-5001 to 5006 Rev D;
 - ii. Proposed Stormwater Outlet Details, Plan 3311120-CE-5101, Rev A;
 - iii. Typical cross-sections, Lagoon Drive Urban Busway, Plans 3311120-CE-5102 Rev D (dated 29 April 2015), 5103 Rev E (dated 2 December 2016), 5104 Rev D (dated 29 April 2015), 5105 Rev D (dated 29 April 2015), 3311120-CE-5106 Rev E (Panmure Bridge dated 9 May 2017 and Lagoon Drive dated 29 April 2016)), 5107 Rev D (dated 29 April 2015), 5108 Rev D (dated 29 April 2015);
 - iv. Typical Sections –Pakuranga Road, Plans 3311120-CE-5111 to 5113 Rev B (dated 10 April 2015), 3311120-CE-5114 Rev C (dated 9 May 2017), and 3311120-CE-5115 Rev B (dated 10 April 2015).
- h. Volume 3: AMETI Stage2A – Appendix D – Construction Scheme Plans: 3311120-CE-6000 Rev B (dated 10 April 2015), 3311120-CE-6001 Rev C to 6003 Rev C (dated 16 December 2016), 3311120-CE-6004 Rev D (dated 9 May 2017), 3311120-CE-6005 Rev C (dated 16 December 2016) 3311120-CE-6006 to 6008 Rev B (dated 10 April 2015); 3311120-CE-6009 Rev C (dated 9 May 2017); and 3311120-CE- 6010 Rev B (dated 10 April 2015).
- i. Volume 4: AMETI Stage 2A – Technical reports:
 - i. Appendix A – AMETI Stage 2A – Integrated Transport Assessment – Final, prepared by Opus International Consultants Ltd, dated January 2017;
 - ii. Appendix B - AMETI Stage 2A Project – Air Quality Assessment, dated 12 December 2016;
 - iii. Appendix C - Arboricultural Assessment, Project – AMETI Stage 2A, prepared by Peers Brown Miller Ltd, dated 21 December 2016;
 - iv. Appendix D - Heritage Impact Assessment, Archaeological Assessment, AMETI Stage 2A, prepared by Opus International Consultants Ltd, dated 1 December 2016;
 - v. Appendix F - AMETI Stage 2A Panmure to Pakuranga Busway - Constructability Report, prepared by Beca Ltd, dated 21 December 2016;
 - vi. Appendix G - AMETI Stage 2A Project – Preliminary Environmental Site Investigation Report, prepared by Opus International Consultants Ltd, dated 22 December 2016;
 - vii. Appendix H - AMETI Stage 2A Project - Site Management Plan for Land Contamination, prepared by Opus International Consultants Ltd, dated 22 December 2016;
 - viii. Appendix I - Cultural Values Assessment in relation to the Proposed AMETI Project Phase 2A, prepared by Atkins Holm Majurey Ltd, dated January 2016;
 - ix. Appendix J - Auckland Manukau Eastern Transport Initiative Stage 2A Project– Assessment of Ecological Effects, prepared by Opus International Consultants Ltd, dated 30 November 2016;

- x. Appendix K - AMETI Stage 2A – Engagement Summary Report, prepared by Auckland Transport, dated January 2016;
 - xi. Appendix M - AMETI Stage 2A (Panmure to Pakuranga)– Further Options Assessment 2015, prepared by Auckland Transport and Beca Ltd, dated April 2015;
 - xii. Appendix N - AMETI Stage 2A –Landscape and Visual Assessment, prepared by Beca Ltd, dated 9 December 2016;
 - xiii. Appendix O - Mana Whenua Engagement Statement prepared by Auckland Transport, dated January 2016;
 - xiv. Appendix P - AMETI Stage 2A - Assessment of Noise and Vibration Effects, prepared by Marshall Day Acoustics, dated 18 January 2016;
 - xv. Appendix Q - AMETI Stage 2A – Social Impact Assessment, prepared Opus International Consultants Ltd, dated 1 December 2016;
 - xvi. Appendix S - AMETI NOR – Panmure to Pakuranga– Urban and Landscape Design Framework prepared by Beca Ltd, dated December 2016.
- j. AMETI Stage 2A – First response to the Auckland Council's section 92 letter, prepared by Beca Ltd, dated 2 September 2016:
 - i. Attachment 2 – Maori Values Assessments;
 - ii. Attachment 3 – Stormwater outfalls in the CMA – additional details (Lagoon Drive to Panmure section: Plans 3311120-CE-0600 Rev G, 3311120-CE-0601 to 0612 Rev E, 3311120-CE-0620 to 0629 Rev D, 3311120-CE-0630 to 0642 Rev C, 3311120-CE-0645 Rev C, 3311120-CE-0651-0656 Rev C, 3311120-CE-0670 to to 0671 Rev C);
 - iii. Attachment 4: Long-section along MSE Wall;
 - iv. Attachment 5: Marshall Day Acoustics Memo on Construction Noise (16 June 2016)
 - v. Attachment 6: Revised PSIR and Draft SMP: AMETI Stage 2A Project-Preliminary Environmental Site Investigation Report (25 August 2016).
 - k. Second response to the Auckland Council section 92 letter, prepared by Beca Ltd, dated 1 November 2016:
 - i. Attachment 1: Addendum to Heritage Impact and Archaeological Assessment;
 - ii. Attachment 2: Lagoon Drive – Updated Stormwater Design Plans (Plans 3311120-CE-0600 Rev G, 0601 to 0611 Rev E, 3311120-CE-0612 Rev F, 0613 to 0614 Rev D, 0620 to 0629 Rev D, 0630 to 0645, 0651-0656 Rev C, 0670 to 0671 Rev C, 1640 to 1647 Rev D, 3311120-CE-1647 Rev D, 3311120-CE-1648 Rev E, 3311120-CE-1649 to 1652 Rev D, overland flowpath markups on set 0601 Rev D, 0605 and 0606 Rev E, 0608 to 0611 Rev D and 0612 Rev E);
 - iii. Attachment 3: Pakuranga Road –Updated Stormwater Design Plans (Plans P00653_001 Rev B, P00653_0010 to 0021 Rev A, P00653_0030 to 0041 Rev A, P00653_0060 to 0074 Rev C, P00653_0080 to 0083, P00653_0090 to 0093 Rev A, to P00653 0094 Rev B, P00653 0100 Rev B, P00653 0110 Rev A, NZ-SF69-76C-VF-665018; Stormfilter Supporting Calculations;
 - iv. Attachment 4: Tracking diagram – access to Panmure Squash Club (Plan 3311120-CE-0344 Rev D).
 - l. AMETI Stage 2A – Response to additional stormwater and heritage questions from the Council, prepared by Beca Ltd, dated 12 December 2016:
 - i. Attachment 1 Catchment Plans and Stormfilter Sizing (Lagoon Drive section) Memo from Chris Quigan dated 24 November 2016, Plans 3311120-CE-K01 and K02 Rev B;

ii. Attachment 2 updated Stormwater Plans (Pakuranga Section), Plans P00653_0001 Rev C, 0010 to 0021 Rev A, 0030 Rev B, 0031 to 0032 Rev A, 0033 to 0034 Rev B, 0035 to 0036 Rev A, 0037 Rev B, 0038 to 0041 Rev A, 0060 to 0065 Rev A, 0066 Rev B, 0067 to 0068 Rev A, 0069 to 0070 Rev B, 0071 Rev A, 0072 to 0074 Rev B, 0080 Rev B, 0081 to 0083 Rev A, 0090 Rev B, 0091 to 0093 Rev A, 0094 Rev B, 0100 Rev C, 0110 Rev A, NZ-SF-79C-VF-665018 Rev A;

iii. Attachment 3 Cross-section showing historical location of swing bridge lattice structure (Plan 3311120-SE-2020 Rev C.

Where there is a conflict between the documents listed above and these conditions, these conditions are to prevail.

2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the “RMA”), this designation will lapse if not given effect to within 10 years from the date on which it is confirmed by the requiring authority.

3. As soon as reasonably practicable, and no later than 12 months from the date the AMETI Stage 2A project becomes operational, the Requiring Authority must:

a. Identify any areas of the designation that are no longer necessary for the ongoing maintenance of the AMETI Stage 2A project or for on-going mitigation measures;

b. Give notice to the Auckland Council in accordance with section 182 of the RMA for removal of those parts of the designation identified pursuant to (a); and

c. Undertake any process required to enable the redevelopment or transfer of properties no longer required (subject to any further processes under the Public Works Act 1981 and/or the RMA).

4. Until the previous condition is satisfied, the Requiring Authority must manage all the properties acquired for the AMETI Stage 2A project appropriately so:

a. They do not deteriorate below the condition existing at the date of confirmation of the Notice of Requirement for this designation and, through that deterioration, adversely affect adjoining properties; and

b. Any vacant land in the designated area is maintained in a tidy and safe condition.

PRE-CONSTRUCTION CONDITIONS

Communications and consultation manager

5. Within 12 months of the designation being confirmed the Requiring Authority must appoint a communications and consultation manager to implement the Pre-construction Communication and Consultation Plan required by these conditions. The Communication and Consultation Manager must be the principal and readily accessible point of contact for persons affected by or interested in the AMETI Stage 2A project until commencement of the construction phase of the project (or, if the construction phase of the project has been reached, that contact person’s details are to be provided). The Communication and Consultation Manager’s contact details are to be listed in the Pre-construction Communication and Consultation Plan and also listed on the Auckland Transport website.

Pre-construction Communication and Consultation Plan (“PCCP”)

6. At least six months prior to construction commencing the Requiring Authority must prepare a PCCP to be submitted to the Council’s Team Leader Southern Monitoring to confirm that Plan has been prepared in accordance with this condition. The objective of the PCCP is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in proximity parties prior to commencement of construction of AMETI Stage 2A. The PCCP must be implemented, complied with and publicly available from the date on which it is submitted to the Council until the date by which the Communication and Consultation Plan for the construction phase is submitted to the Council.

7. The PCCP is to set out recommendations and requirements (as applicable) that should be adopted by and/or inform the Construction Environmental Management Plan ("CEMP"). Among other things the PCCP is to set out how the Requiring Authority will:

- a. Inform the community of project progress and the likely commencement of the construction works and the construction programme (specifically providing the owner and occupiers of the building at 13-17 Queens Road with at least six months' notice before works commence on the retaining structure adjacent to the building at 13-17 Queens Road);
- b. Engage with the community in order to foster good relationships and to provide opportunities for learning about the project;
- c. Respond to queries. This information must include but not be limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided; and
 - iii. The timeframes within which responses will be provided;
- d. Seek input and feedback from stakeholders and affected parties (both directly affected and affected in proximity), including identifying reasonable timeframes for such feedback to be provided. For the avoidance of doubt, the absence of input or feedback received does not constitute a 'gap' in the PCCP;
- e. Assist community facilities (such as education facilities) to communicate with and to inform their customers and stakeholders.

8. The PCCP is to be prepared in consultation with stakeholders, directly affected parties and affected in proximity parties including, but not limited to:

- a. All property owners, and occupiers identified in the designation footprint;
- b. All owners and occupiers adjacent to construction sites, including Pakuranga Plaza Ltd;
- c. Heritage New Zealand Pouhere Taonga (HNZPT);
- d. Network Utility Operators; and
- e. Community services and education facilities including Lagoon Stadium, Panmure Squash Rackets Club, Lagoon Pool and Leisure Centre, Lagoon View Kindergarten, Carey College, the Auckland Rowing Association, St Patrick's School (Panmure), Panmure District School, Panmure Bridge School, Riverina School, St Kentigners College, Pakuranga Intermediate School, and the Lagoon View Kindergarten (if it has been relocated in the project area).

9. As a minimum the PCCP must include:

- a. A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.) and any other relevant communication matters;
- b. The communications proposed for updating stakeholders including affected parties on construction timeframes;
- c. Updates to stakeholders including affected parties, on construction timeframes at least every two months prior to construction;
- d. Details of the Communication and Consultation Manager for the pre-construction period including their contact details (phone, email and postal address);

e. The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected in proximity parties and other interested parties. Such methods should include, but not be limited to:

- i. Newsletters;
 - ii. Newspaper advertising;
 - iii. Notification and targeted consultation with stakeholders, affected parties and affected in proximity parties; and
 - iv. Use of the project website for public information.
- f. How communication and consultation activities will be recorded;
- g. Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the AMETI Stage 2A works;
- h. Details of the consultation undertaken prior to commencement of construction of AMETI Stage 2A including details of any feedback received from those consulted. Where feedback is received through the PCCP consultation process, the PCCP must include details of:
- i. How feedback has been incorporated into this and/or other management plans; and
 - ii. Where feedback has not been incorporated, the reasons why.

Mana whenua engagement

10. Within three months of confirmation of the designation the Requiring Authority must establish a kaitiaki mana whenua forum (or similar) to provide for an on-going role in the design and construction of the AMETI Stage 2A project and is to maintain this forum through until completion of the construction period.

11. The Requiring Authority must extend an invitation for membership on the kaitiaki forum to (but not limited to) representatives of:

- a. Ngāi Tai ki Tāmaki Tribal Trust;
- b. Ngāti Maru Runanga;
- c. Ngāti Paoa Iwi Trust;
- d. Ngāti Tamaoho Trust;
- e. Ngāti Te Ata Waiohū;
- f. Ngāti Whanaunga Inc Soc;
- g. Ngāti Whātua Ōrākei;
- h. Te Ākitai Waiohū;
- i. Te Kawerau a Maki;
- j. Te Ahiwaru Waiohū; and
- k. Te Patukirikiri.

Advice Note:

It is anticipated that the existing forum for engagement with mana whenua which Auckland Transport has convened will continue. Should this forum for engagement cease to continue, an alternative forum for engagement will need to be established.

12. The role of the kaitiaki forum may include (but is not limited to) the following:
- a. Setting the frequency of meetings, which will be agreed between the Requiring Authority and mana whenua;
 - b. Input into preparation of the following plans required by these conditions:
 - i. Historic Heritage Management Plan and the practices and protocols for the discovery of tāonga, kōiwi or material of Māori cultural significance, consistent with the Heritage New Zealand Pouhere Taonga Act 2014 and the Protected Objects Act 1975;
 - ii. Lizard Management Plan;
 - iii. Urban Design and Landscape Plan; and
 - iv. the Construction Environmental Management Plan.
 - c. Input into the methodology for site establishment works within the extent of Mokoia Pā and immediate surrounding areas, including the construction yard at the western bridge abutment and the temporary staging platforms;
 - d. Developing a section (in conjunction with the project team) for inclusion in the CEMP on managing mana whenua values and working in and around actual and potential cultural sites;
 - e. Discussion and (if possible) agreement on the appropriateness of using traditional names along the project alignment. Where this is agreed, to set those names and define how they are to be displayed and publicised, noting there may be formal statutory processes outside the project which may be involved in any decision-making;
 - f. Providing input into the urban design and landscape design associated with the project, including but not limited to:
 - i. appropriate use of Te Aranga principles;
 - ii. treatment of residual open spaces;
 - iii. the selection and supply of plant species and planting designs;
 - iv. the potential for enhancement of habitat associated with the kawau (black shag) and other identified areas of customary importance such as the Tamaki River and the Panmure Basin;
 - v. opportunities to enhance cultural values and sites by incorporating cultural recognition elements into features of the project including at the new Panmure intersection, on retaining walls, the soil nail walls, fencing, cycleways and walkways, the new Tamaki Bridge (including its abutments, piers and railings), street furniture, signage, landscaping and at the Mokoia Pā site. Cultural recognition elements may include Maori carvings and/or art, pou and/or other cultural features and/or markers to recognise and provide for the cultural relationship of Mana Whenua with the land directly affected by the project; and
 - vi. visual cues and pedestrian connections between the Church Crescent/Lagoon Drive intersection and Mokoia Pā (subject to safety and transport considerations) and between the Mokoia Pā and the Jubilee Bridge
 - g. The need for a report on restoration of cultural sites associated with the AMETI Stage 2A project;
 - h. Involvement of mana whenua in the removal and or replanting of any native tree species, or any ongoing maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
 - i. Working collaboratively with the Requiring Authority on historic heritage matters; and

j. Undertaking kaitiakitanga responsibilities associated with the AMETI Stage 2A project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed control, assisting with discovery procedures, and providing mātauranga Māori input.

13. The kaitiaki forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the AMETI Stage 2A project.

CONSTRUCTION CONDITIONS

Management plan certification

14. At least 20 working days prior to commencement of construction of any stage of the project or activity (whichever is relevant), the Requiring Authority must submit the relevant management plans that require certification (unless otherwise specified in these conditions) to the Council's Team Leader, Southern Monitoring to certify that they comply or are consistent with the relevant designation condition(s). If the Requiring Authority does not receive any response from the Council within 20 working days of the management plan being submitted for certification, the Requiring Authority will be deemed to have certification and can commence the works, stage or activity

Advice note:

The Council will acknowledge receipt of any management plan submitted for certification within 5 working days. It will advise if any information required for certification is missing from any submitted management plan within 10 working days. Where no further information is required the Council will provide a response to the Requiring Authority within 20 working days of submission of the management plan. If further information has been requested, the Council will provide a response to the Requiring Authority within 10 working days of the requested information being provided.

15. The management plans and documents for certification include:

- a. Construction Environmental Management Plan
- b. Communications and Consultation Plans;
- c. Construction Noise and Vibration Management Plan;
- d. Historic Heritage Management Plan;
- e. Site Management Plan;
- f. Urban Design and Landscape Plans;
- g. Tree Protection and Management Plan;
- h. Lizard Management Plan;
- i. Traffic Noise Mitigation Plan;
- j. Conservation Plans;
- k. Site Specific Construction Noise Management Plan; and
- l. Site Specific Construction Vibration Management Plan.

Advice note:

Those parts of the CEMP to be certified in relation to the designation route include matters relating to construction traffic, construction noise and vibration (excluding underwater noise), cultural matters, landscape and visual, historic heritage, urban and landscape design, tree protection and management, and terrestrial ecology.

16. For the avoidance of doubt, in the event of any dispute or disagreement arising in respect of certification of management plans including certification of changes to management plans, the

Requiring Authority is able to submit a management plan or changes to management plans as part of an outline plan of works submitted to the Council pursuant to section 176A of the RMA.

17. Certification of a management plan applies to any changes proposed to a certified management plan as if the proposed change were a new management plan.

Availability of plans

18. For the duration of construction, the Requiring Authority must ensure that a copy of the latest certified versions of the following plans, and any material changes to any of these plans, are made available for public viewing on the project website:

- a. CEMP;
- b. All other management plans covered by these conditions; and
- c. Communications and Consultation Plan.

A copy of these plans must also be held and available for viewing at each construction site on the designated route.

Monitoring

19. The Requiring Authority is to implement a collaborative working process with its contractor team and the Auckland Council's Team Leader, Southern Monitoring (or representative) for dealing with day to day construction processes, including monitoring compliance with the designation conditions, the CEMP and other management plans, and any material changes to the management plans associated with construction of the project. This collaborative working process must:

- a. Identify a "key contact" person representing the Requiring Authority and a "key contact" person representing the contractor team to work with the Council's Consent Monitoring officer(s); and
- b. The "key contacts" are to be identified in the CEMP and must meet at least monthly unless a different timeframe is agreed with the Council Consent Monitoring Officer(s). The purpose of these meetings is to report on compliance with the designation conditions and with the CEMP, other management plans and material changes to those management plans, and on any matters of non-compliance including how they have been addressed.

The purpose and function of the collaborative working process is to:

- c. Assist as necessary the Council's Team Leader Southern Monitoring (or representative) to confirm that:
 - i. The works authorised by this designation are being carried out in compliance with the designation conditions, the CEMP and other Plans and any material changes to these plans; and
 - ii. All monitoring and recording monitoring results are in compliance with the requirements of the CEMP and other plans and any material changes to these plans.
- d. Subsequent to a confirmed outline plan, provide a mechanism through which any changes to the design, CEMP or other plans which are not material changes triggering the requirement for a new outline plan, can be required, reviewed and confirmed by agreement between the Council's Consent Monitoring Officer and the Requiring Authority without further formality;
- e. Advise where changes to construction works may require an update to the CEMP or other management plan. Any update to the CEMP or other management plan must remain consistent with the relevant objective or purpose of the relevant CEMP or management plan; and
- f. Identify and review any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Council's Team Leader Southern Monitoring (or representative)) and the adequacy of the measures adopted to respond to these.

Communication and consultation

20. The Requiring Authority must make a contact person available during standard working hours and also a 24 hour phone contact point for the duration of the construction period to answer and/or to follow-up on public enquiries and concerns about the project and construction works.

Communication and Consultation Plan

21. The Requiring Authority must prepare and submit a CCP to the Council's Team Leader, Southern Monitoring for certification. The CCP is to be implemented and complied with for the duration of construction of the AMETI Stage 2A project. The objective of the CCP is to set out a framework to enable appropriate communication and consultation is undertaken with the community, stakeholders, directly affected parties and affected in proximity parties during the construction phase of the project.

Advice note:

Mana whenua will be engaged through the katiaki forum.

22. The CCP is to set out and/or include the following:

- a. Inform the community of construction progress and future construction activities and constraints that could affect them including activities that will cause any noise, vibration, dust and lighting effects, information on temporary traffic disruptions and suggested alternative routes to avoid traffic disruption, temporary restrictions on navigation of the Tamaki River channel);
- b. Provide early information on key project milestones;
- c. Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in proximity parties regarding the construction of the project and implementation of the CEMP or other subsidiary management plans; and
- d. Respond to queries and complaints including, but not limited to:
 - i. Who is responsible for responding;
 - ii. How responses will be provided; and
 - iii. The timeframes for responses to be provided.
- e. A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
- f. Details of the Communication and Consultation Manager for the project including their contact details (phone, email and postal address);
- g. Methods for identifying, communicating and consulting with people affected by the project including but not limited to:
 - i. All residential and business property owners and occupiers directly affected or affected by proximity to the project (specifically providing the owner and occupiers of the building at 13-17 Queens Road with at least six months' notice before works commence on the retaining structure adjacent to the building at 13-17 Queens Road);
 - ii. All community and education facilities directly affected or affected by proximity to the project, including methods to assist these facilities to consult with their customers/stakeholders;
 - iii. Key stakeholders including the Council's Parks Department;

- iv. The wider community; and
 - v. Network utility operators.
 - h. Methods for communication and consulting in advance of proposed hours of construction activities outside normal working hours and on weekends and public holidays, to directly affected and affected by proximity parties (including surrounding communities, and the owner and occupiers of the building at 13-17 Queens Road);
 - i. Methods for communicating with directly affected and affected by proximity parties (including surrounding communities), bus (public and private) operators, taxi operators, bus users, education facilities with walking school bus services and travel management plans, and the general public in advance of temporary traffic management measures and permanent changes to road networks and layouts;
 - j. Methods for communicating and consulting in advance of construction works with emergency services (police, fire, ambulance) on the location, timing and duration of construction works, and particularly in relation to temporary road lane reductions and/or closures and the alternative routes or detours to be used;
 - k. Specific communications proposed for updating stakeholders including affected parties on construction timeframes;
 - l. Confirmation that stakeholders including affected parties will be updated on construction timeframes at least every two months both prior to and during construction; and if construction is postponed, that affected parties will continue to be updated;
 - m. Methods for consulting with residents along local roads proposed to be used for the project works, as well as Carey College and residents adjacent to construction yards;
 - n. Methods for consulting and communicating with the Harbourmaster and river users, including waka ama groups, to manage temporary navigation restrictions of the Tamaki River channel safely;
 - o. Methods for communicating and consulting in advance of construction works, regarding changes to staff and customer parking and supplier deliveries in the Panmure town centre;
 - p. The process for concerns and complaints management;
 - q. A list of the stakeholders directly affected and affected in proximity parties to be communicated with;
 - r. Details of any feedback received from those consulted with. Where feedback is received through the CCP consultation process, the CCP must include details of:
 - s. How feedback has been incorporated into this and/or other management plans; and
 - i. Where feedback has not been incorporated the reasons why.
 - t. As relevant specific linkages and cross-references to where mitigation proposed through the CEMP and management plans contributes to achievement of the CPP's objective.
 - u. A summary of the communication and consultation undertaken between the Requiring Authority and parties consulted and communicated with. This summary is to include any outstanding issues or disputes raised by parties.
23. If, in the course of amendments undertaken as part of the review process, a material change to the CCP is made, those parties affected by the change must be notified within one month of the material change occurring.

Construction Environmental Management Plan and subsidiary plans

24. The objective of the CEMP is to avoid, remedy or mitigate any adverse effects associated with the AMETI Stage 2A construction so far as is reasonably practicable. The CEMP must include

measures to give effect to any specific requirements and objectives set out in these designation conditions. In order to give effect to its objective, the CEMP must be submitted to the Council's Team Leader, Southern Monitoring for certification and is to provide for the following:

- a. Noticeboards clearly identifying the Requiring Authority and the project name, together with the name, telephone number and email address of the site or project manager and the communication and consultation manager;
- b. Training requirements for employees, sub-contractors and visitors on the cultural history and significance of the area, construction procedures, environmental management (including the Historic Heritage Management Plan) and monitoring;
- c. A complaints management process setting out methods for capturing, recording and responding to complaints;
- d. The document management system for administering the CEMP, including review and Requiring Authority / constructor / Council requirements;
- e. Environmental incident and emergency management procedures (including spills);
- f. An outline of the construction programme of the work, including construction hours, indicating linkages to the other subsidiary plans which address management of adverse effects during construction;
- g. Specific details of demolition to be undertaken during the construction period;
- h. How construction methods and processes will achieve waste minimisation and energy efficiency;
- i. Methods to provide for the safety of the general public;
- j. Where access points are to be located in the construction areas and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
- k. Methods for managing and monitoring dust as a nuisance, including methods for minimising dust emissions, monitoring procedures and contingency procedures in the event of a dust nuisance event;
- l. Methods for managing silt and sediment in the construction area;
- m. Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring ground movement) for earthworks adjacent to buildings and structures;
- n. Measures to be adopted to keep the construction areas in a tidy condition in terms of disposal / storage of rubbish and storage, unloading construction materials (including equipment). All storage of materials and equipment associated with the construction works must take place inside the designation boundaries;
- o. How the construction areas and yards will be fenced and kept secure; q. Measures to ensure all temporary boundary / security fences associated with construction of the project are maintained in good order with any graffiti and advertising posters/billboards/fliers removed as soon as possible;
- p. The location and specifications for any temporary acoustic fences and visual barriers;
- q. The location of any temporary buildings (including workers' offices and portaloos) and construction vehicle parking (which should be located in the construction area and not on adjacent streets);
- r. Provisions for management of mana whenua values to be developed by the kaitiaki forum in conjunction with the project team;
- s. Provisions for the management of moveable historic heritage so these items are not discarded and are available for reuse where proposed as part of the certified Urban Design and Landscape Plan;

- t. Methods to control the intensity, location and direction of construction lighting to avoid light spill and glare onto sites adjacent to construction areas;
- u. Methods to ensure prevention and mitigation of adverse effects associated with storage, use, disposal, or transportation of hazardous substances;
- v. Confirmation that site offices and less noisy construction activities will be located at the edge of the construction yards where practicable and any other practical measures to reduce nuisance to adjacent residential properties; and
- w. The identity of the appropriately qualified person who will undertake building condition surveys.

25. The CEMP must incorporate the following plans once submitted or certified (whichever is appropriate):

- Construction Traffic Management Plan;
- Construction Noise and Vibration Management Plan;
- Historic Heritage Management Plan;
- Site Management Plan;
- Urban Design and Landscape Plans;
- Tree Protection and Management Plan;
- Lizard Management Plan;
- Conservation Plans;
- Site Specific Construction Noise Management Plans; and
- Site Specific Construction Vibration Management Plans.

26. All works must be carried out in accordance with the certified CEMP and with any changes to plans made through an outline plan of works or management plan review process. The CEMP must be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the AMETI Stage 2A project.

27. The CEMP must be reviewed as a result of any material change to the project and/or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either the Council's Team Leader Southern Monitoring or the Requiring Authority and will in either case be at the requiring authority's cost. A summary of the review process must be kept by the Requiring Authority, provided to the Council's Team Leader Southern Monitoring on request, and made available to members of the public on request.

Advice note:

Modifications to the CEMP resulting from such a review can be made as an update to the 'live' document. The CEMP may be prepared as a combined document that also addresses the matters required under the associated resource consents for the project.

Transport, access and parking

28. A Construction Traffic Management Plan must be prepared to avoid, remedy or mitigate the adverse effects of construction on transport, parking and property access so far as is reasonably practicable. The CTMP is to be submitted to the Team Leader Southern Monitoring for information purposes at least 20 working days prior to commencement of the construction works.

29. The CTMP must include measures for:

- a. Managing the road transport network for the duration of construction to manage congestion and to minimise delays for road users;
- b. Informing the public about traffic management on the road transport network;
- c. Protecting public safety including safe passage for pedestrians and cyclists;
- d. Maintaining pedestrian access to private property at all times;
- e. Providing vehicle access to private property to the greatest extent possible; and
- f. Managing effects from construction yards on adjacent properties.

30. The following must also be included in the CTMP(s):

- a. The routes to be used by construction related vehicles, particularly trucks to transport construction materials, equipment, spoil and including how use of these routes by these vehicles will be managed to mitigate congestion;
- b. Transport route options for movement of construction vehicles carrying spoil, bulk construction materials and/or machinery including why these routes are considered appropriate. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery must as far as practicably possible use only the following roads in the immediate vicinity of the project:
 - i. Lagoon Drive;
 - ii. Church Crescent;
 - iii. Pakuranga Road;
 - iv. Ti Rakau Drive;
 - v. the Ellerslie-Panmure Highway; and
 - vi. Jellicoe Road.
- c. Where other routes are necessary, the CTMP is to identify any residential zoned land and/or education facilities and provide details on how adverse effects from these vehicle movements are to be mitigated through limiting or controlling times for vehicle movements using those routes;
- d. Information on designated parking areas for construction workers;
- e. How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
 - i. Prioritising pedestrian and public transport at intersections where construction works are occurring as far as practicably possible;
 - ii. Relocating bus stops to locations which minimise disruption as far as practicably possible, and
 - iii. Identifying alternate heavy haul routes where these will be affected by construction works
- f. Parking requirements at the Lagoon Drive and Basin View Lane carparks to:
 - i. Identify alternative adequate parking facilities in the immediate vicinity to meet reasonable parking demand; or
 - ii. Relocate the site compounds to avoid the need to use these carparks;
- g. Identification of safe routes for pedestrians and cyclists, including locations for placement of clear directional signage for safe routes and crossing points;

- h. Details of traffic management for the signalised Panmure intersection to enable four lanes of traffic (two lanes in each direction) to operate on Lagoon Drive on approach to and departure from the intersection during construction works;
- i. An assessment of the feasibility of maintaining a dedicated bus-only route from the Panmure interchange to Queens Road at all times through the construction area, including potential for phasing the works and repositioning the bus-only route as required;
- j. Details of construction activities associated with construction of the Lagoon Drive busway and retaining walls so as to enable the existing contraflow arrangements on the existing Panmure bridge (during peak periods) to be maintained. This should include preparation of cross-sections showing traffic lanes and traffic management, plus construction activities at key constrained locations on Lagoon Drive; and
- k. Details of any engagement with residents and/or stakeholders, prior to construction, to determine the need for specific access requirements during construction for mobility-impaired residents.

Construction Noise and Vibration Management Plan

31. The Requiring Authority must submit a Construction Noise and Vibration Management Plan to the Council's Team Leader, Southern Monitoring for certification. The certified CNVMP must be implemented and maintained throughout the construction periods of the works or stages of the works as appropriate. The purpose of the CNVMP is to provide a framework for development and implementation of the Best Practicable Option for management of all construction noise and vibration effects, and additionally to define the procedures to be followed when the noise and vibration standards in the CNVMP conditions are not met following adoption of the BPO.

32. The CNVMP must refer to the noise management measures set out in Annexure E of the NZS6803:1999 and as a minimum is to address:

- a. Construction sequencing;
- b. Machinery and equipment to be used, including use of non-percussive or low noise machinery where practicable;
- c. Hours of operation, including times and days when noisy construction work will occur;
- d. The design of noise mitigation measures such as temporary barriers and/or enclosures;
- e. Construction noise limits for specific areas;
- f. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve the BPO. This may include consideration of temporary relocation of building occupants where applicable at the cost of the Requiring Authority;
- g. Methods for monitoring and reporting on construction noise; and
- h. Methods for receiving and responding to complaints about construction noise.

33. The CNVMP is also to refer to vibration management measures set out in the German vibration Standard DIN4150-3:1999 and address the following aspects:

- a. Vibration monitoring measures;
- b. Vibration criteria;
- c. Possible mitigation measures;
- d. Complaint response;
- e. Reporting procedures;

- f. Notification and information for the community of the proposed work;
- g. Vibration testing of equipment to confirm vibration predictions;
- h. Location for vibration monitoring when construction activities are adjacent to buildings identified for building condition survey;
- i. Working hours;
- j. Preparation of building condition survey reports where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent appropriately qualified person appointed by the Requiring Authority.

Construction noise

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

Day	Time	L _{Aeq}	L _{Amax}
Residential Receivers (irrespective of zoning)			
0630h Monday to 0630h Saturday	0630h – 0730h	55 dB	75 dB
	0730h – 1800h	70 dB	85 dB
	1800h – 2000h	65 dB	80 dB
	2000h – 0630h	45 dB	75 dB
0630h Saturday to 0630h Sunday	0630h – 0730h	45 dB	75 dB
	0730h – 1800h	70 dB	85 dB
	1800h – 2000h	45 dB	75 dB
	2000h – 0630h	45 dB	75 dB
0630h Sunday and Public Holidays to 0630 the following morning	0630h – 0730h	45 dB	75 dB
	0730h – 1800h	55 dB	85 dB
	1800h – 2000h	45 dB	75 dB
	2000h – 0630h	45 dB	75 dB
Commercial and Industrial receivers			
All	0730h – 1800h	70 dB	
	1800h – 0730h	75 dB	

35. The hours of work will be from 0730 to 1800 on weekdays and Saturdays unless activities that are planned to be undertaken outside these hours at night or on Sundays or Public Holidays are specified in terms of their location, duration, timing and predicted noise and vibration levels in the certified CNVMP. (Particular consideration to working hours is required to be given to the owners and occupiers of the buildings located respectively at 13-17 and 19-23A Queens Road as the proximity of the works to these buildings is expected to require work to be conducted outside normal business hours.)

36. A Site Specific Construction Noise Management Plan (“SSCNMP”) must be prepared for any receiver or activity for which the construction noise is either predicted or measured to exceed the limits in the table above except where the exceedance of the standards is no greater than 5 decibels and will not exceed:

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

The objective of a SSCNMP is to set out the best practicable option for minimisation of noise from the construction activities. The SSCNMP is to set out:

- i. The predicted noise level for the activity;
- ii. Noise limits to be applied for the duration of the activity;
- iii. The mitigation options that have been selected and the options that have been discounted as being impracticable and why;
- iv. The proposed noise monitoring regime.

Works subject to a SSCNMP may not commence without prior certification by the Council of the relevant SSCNMP.

Construction vibration

37. Unless otherwise provided for below, vibration arising from the construction activities must comply with the vibration limits in the following table:

Receiver	Location	Detail	Category A	Category B
Occupied PPFs*	Inside the building	Night-time 2000h - 0630h	0.3mm/s PPV	1mm/s PPV
		Daytime 0630h - 2000h	1mm/s PPV	5mm/s PPV
		Blasting – vibration	5mm/s PPV	10mm/s PPV
Other occupied buildings	Inside the building	Daytime 0630h - 2000h	2mm/s PPV	5mm/s PPV
All other buildings	Building Foundation	Vibration - transient (including blasting)	5mm/s PPV	BS 5228-2 Table B.2
		Vibration - continuous		BS 5228-2 50% of Table B.2 values

Advice notes:

Measurements of construction vibration are to be undertaken in accordance with German Standard DIN 4150-3:1999 “Structural Vibration Part 3: Effects of vibration on structures”. PPV = peak particle velocity

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

38. If measured or predicted vibration levels exceed the Category A criteria then an appropriately qualified expert must be engaged to assess and to provide practical options for managing construction vibration at the affected location in an effort to reduce the level of annoyance being, and/or to be, experienced. (Particular consideration to working hours is required to be given to the owners and occupiers of the buildings located respectively at 13-17 and 19-23A Queens Road as the

proximity of the works to these buildings is expected to require work to be conducted outside normal business hours.)

39. A Site Specific Construction Vibration Management Plan ("SSCVMP") must be prepared when construction vibration is either predicted or measured to exceed the Category B standards. The objective of a SSCVMP is to set out the best practicable option for the minimisation of vibration effects of the construction activity. As a minimum the SSCVMP must set out:

- a. The relevant construction activity location, start and finish dates, and the proposed working hours in relation to the site(s) concerned. ;
- b. The predicted vibration level for the construction activity;
- c. Construction vibration limits specific to the receiver to avoid unreasonable disruption of businesses;
- d. The building condition surveys of buildings and pipework which documents their current condition and any existing damage;
- e. An assessment of each building and any pipework to determine susceptibility to damage from vibration and to define appropriate vibration limits that the works must comply with to avoid damage;
- f. The mitigation options that have been selected and the options that have been discounted as being impracticable and why;
- g. The proposed vibration monitoring regime;
- h. The methods to be adopted to minimise amenity effects on buildings which will remain occupied during the works;
- i. The consultation undertaken with owners and occupiers of sites subject to the SSCVMP, and how consultation outcomes have been addressed. The SSCVMP must also record any disagreements between owners and occupiers of sites and the Requiring Authority, and the procedures and actions agreed on to try to resolve these disagreements;
- j. The receiving building(s) which are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s) by a chartered professional engineer or otherwise appropriately qualified person and a building condition survey.

Building condition surveys

40. Prior to construction, a building condition survey must be undertaken of any building or structure that has been identified and assessed as potentially affected by vibration damage arising from construction. The identification and assessment requirement must be determined by an independent and appropriately qualified person appointed by the Requiring Authority based on the criteria below, unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey must be undertaken include:

- a. Age of the building;
- b. Construction types;
- c. Foundation types;
- d. General building condition;
- e. Proximity to any excavation;
- f. Whether the building is earthquake prone or where there is pre-existing damage;
- g. Whether any basements are present in the building; and

h. Where a property is located within the medium or high risk distances identified for any activity, as contained in the Construction Noise and Vibration Management Plan.

41. Where it is determined by an independent and appropriately qualified person appointed by the Requiring Authority prior to construction that a building condition survey is required:

a. The Requiring Authority must employ an appropriately qualified person to undertake the building condition surveys and that person is required to be identified in the CEMP;

b. The Requiring Authority must contact owners of those buildings and structures where a building condition survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;

c. Should written agreement from owners and occupiers to enter property and undertake a condition assessment not be obtained within three months from first contact, then the Requiring Authority is not required to undertake these assessments;

d. During the building condition survey, the Requiring Authority must determine whether the building is classified as Commercial / Industrial / School (Category A) or a Historic or sensitive structure (Category B);

e. The Requiring Authority must provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it must notify and provide the Council's Team Leader Southern Monitoring with a copy of the completed survey report within 15 working days;

f. The Requiring Authority must record all contact, correspondence and communication with owners and occupiers and this record is to be available on request for the Council's Team Leader Southern Monitoring;

g. The Requiring Authority must undertake a visual inspection when undertaking construction activities likely to generate high levels of vibration if requested by the building owner where a pre-construction condition assessment has been undertaken; and

h. The Requiring Authority must develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the AMETI Stage 2A project works. The purpose of this monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

42. During construction:

a. The Requiring Authority must implement procedures that will appropriately respond to the information received from the vibration monitoring system. Where necessary this may include temporary cessation of works in close proximity to the relevant building until measures have been implemented to avoid further damage and/or compromising the structural integrity of the building; and

b. Any damage to buildings and structures resulting from the works must be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority. Such repairs, and/or works to repair damage, are limited to what is reasonably required to restore the general condition of the building as described in the building condition survey. Such repairs must be undertaken as soon as reasonably practicable and in consultation with the owner and occupiers of the building.

43. Following construction:

a. Within three months of the commencement of operation of the AMETI Stage 2A project the Requiring Authority must contact owners of those buildings and structures where a building condition survey was undertaken to confirm the need to undertake a post-construction condition assessment;

b. Where a post-construction building condition survey confirms that the building has deteriorated as a direct result of construction works relating to the project, the Requiring Authority must rectify the damage at its own cost. Such repairs, and/or works to repair damage, are limited to what is

reasonably required to restore the general condition of the building as described in the building condition survey.

Historic heritage

44. The Requiring Authority must prepare and submit a Historic Heritage Management Plan to the Council's Team Manager–Heritage for certification. The objective of this plan is to avoid, remedy or mitigate adverse effects on the recorded and unrecorded historic heritage in the designated area as far as reasonably practicable. To achieve this objective, the HHMP must be consistent with requirements of the Conservation Plans required by these conditions.

45. As a minimum the following must be included in the HHMP:

- a. Particular provisions for management of works within or in direct proximity to the Mokoia headland Pā, the Sunset Reserve area, remains of the swivel span of the first Panmure Bridge, consistent with conditions of any statutory authority and the Conservation Plans required by these conditions;
- b. Methods for recording in-ground historic heritage material not covered by another statutory authority;
- c. Methods for documentation and potential reuse of items of moveable historic heritage, as part of the final UDLP;
- d. Methods for identification, interpretation and, where feasible, retention of the historic concrete road and commemorative plaques at the southern end of Kerswill Place;
- e. Mana whenua representative(s) are to monitor construction activities during the surficial earthworks and excavation into ground with potential for cultural material to be present;
- f. Roles and responsibilities of the historic heritage team, the Requiring Authority, Mana Whenua representative(s), contractors and subcontractors in relation to historic heritage material, consistent with any other statutory authorities;
- g. A protocol for determining timeframes for historic heritage excavation and recording work for all historic heritage material, and integration with the construction schedule;
- h. Mechanisms and procedures for dispute resolutions during works and the contact details for all relevant parties;
- i. How procedures for historic heritage investigations, monitoring and reporting during preliminary earthworks are to be implemented;
- j. How historic heritage material will be protected and/or preserved across the extent of the project area;
- k. Protocols for discovery of unrecorded historic heritage, discovery of taonga, kōiwi or material of Māori Cultural origin, consistent with conditions of any statutory authority and including the following as a minimum:
 - i. Procedures in the event of historic heritage discoveries, including kōiwi;
 - ii. Procedures in the event of discovery of cultural remains;
 - iii. Statutory requirements to be met prior to resuming works;
 - iv. Provision for 'post-excavation' archiving, assessment and analysis of the historic heritage records and materials, and publication of results of that work;
 - v. Methods to provide for cultural recognition of the site or location of the discovery or other form of recognition, as considered appropriate by mana whenua, taking into account the scale and significance of the discovery.

l. Training procedures for all contractors, to be undertaken in advance of construction, regarding the possible presence of historic heritage sites or material, what these sites or material may look like, and the relevant statutory requirements if any sites or material are discovered.

m. Cultural induction by Mana Whenua representative(s) in relation to the cultural significance of the project area, what cultural sites or material look like, and accidental discovery protocols that must be carried out by a Mana Whenua representative(s).

Conservation plans

46. A Conservation Plan must be prepared for the Mokoia Headland Pā by an appropriately qualified expert in consultation with Ngāti Paoa and the Council's Cultural Heritage Implementation Team. This Conservation Plan must be:

- a. in accordance with the HNZPT's 'Guidelines for Preparing Conservation Plans' and prepared with the direct involvement of Ngāti Paoa, consistent with ICOMOS New Zealand principles regarding involvement of indigenous people;
- b. the primary management document to ensure the protection, conservation maintenance and enhancement of those parts of Mokoia Headland Pā which can be retained; and
- c. submitted to the Council's Team Leader, Southern Monitoring for certification and must:
 - i. comply with any conditions required by any other statutory authority;
 - ii. as a minimum include measures to conserve cultural and heritage values through all stages of the project, including but not limited to site clearance, temporary construction activities and through to implementation of plans to establish a commemorative park;
 - iii. include a risk assessment by an appropriately qualified engineer to determine whether the intended construction activities pose any risk of collapse during construction work to the area(s) of the Pā to be conserved;
 - iv. outline clear guidelines for all regular, seasonal and annual maintenance works that are consistent with conserving cultural and heritage values.

47. A Conservation Plan must be prepared for the remains of the swivel span of the first Panmure Bridge by a heritage specialist with experience in the conservation of engineered infrastructure remains, working with an appropriately qualified engineer, and in consultation with the Council's Built Heritage specialist. This Conservation Plan must:

- a. be in accordance with the HNZPT's 'Guidelines for Preparing Conservation Plans' and ICOMOS New Zealand Charter item 14 - Conservation Plans;
- b. be the primary management document to ensure the protection, conservation maintenance and enhancement of the remains of the first Panmure bridge; and:
 - i. is to be submitted to the Council's Team Leader, Southern Monitoring for certification;
 - ii. include measures to prevent deterioration or damage during changes to the structure;
 - iii. include design of any replacement supporting structure that is sufficient to prevent damage by vessel strike;
 - iv. include a plan for long term maintenance to prevent deterioration of the ironwork and timber elements as a result of exposure to weathering; and
 - v. development of the Conservation Plan must include ongoing consultation with HNZPT.

48. a. In the event that any unrecorded historic heritage sites are identified as a result of the works, then these sites must be recorded by the Requiring Authority for inclusion in the Council's Cultural Heritage Inventory. The Requiring Authority's historic heritage expert must prepare documentation suitable for inclusion in the Inventory and forward that information to the Team Leader: Southern

Monitoring (for the Manager: Heritage Unit, heritageconsents@aucklandcouncil.govt.nz) within one calendar month of completion of work on the route;

b. Electronic copies of all historic heritage reports relating to historic heritage investigations of whatever form (i.e. evaluation, monitoring and excavation) in regard to the designation, are to be submitted by the Requiring Authority's project historic heritage expert to the Team Leader: Monitoring (for the Manager: Heritage Unit, heritageconsents@aucklandcouncil.govt.nz) within 12 months of completion of the route works.

Urban Design and Landscape Plan

49. The Requiring Authority is to submit an Urban Design and Landscape Plan prepared by an appropriately qualified urban designer and landscape architect to the Team Leader, Southern Monitoring, in consultation with the Council's Parks Planning Team Leader (where appropriate), for certification for any stage of the project. The primary objective of the UDLP(s) is to implement the Urban and Landscape Design Framework and to mitigate the landscape and visual effects identified in the landscape and visual assessment prepared by Beca Ltd dated 9 December 2016 and as modified in section 9 of the evidence of Christopher Bentley dated 28 November 2017.

50. The UDLP(s) must be in accordance with the project's Urban and Landscape Design Framework (including the concept plans, corridor-wide and sector specific design principles), and in general accordance with the approved landscape plans, and consistent with both the Historic Heritage Management Plan and the certified Conservation Plans required by these conditions.

51. The UDLP is to demonstrate how the corridor-wide and sector-specific design principles are achieved in the AMETI Stage 2A design, and must address the following:

a. Wayfinding, directional signage and sense of place features throughout the project route, including links between the Mokoia Pā, Te Kai a Hiku / Panmure Basin, the Jubilee Bridge and the Rotary Walkway;

b. Landscape design details for the residual land at the Mokoia Pā headland in consultation with Ngāti Paoa, consistent with the relevant and certified Conservation Plan for the Mokoia Pā site ;

c. Landscape design details for the residual land at the southern Panmure Bridge abutment in consultation with the kaitiaki forum and the Council's lead heritage specialist, with a particular focus on the remnant swivel structure of the old Panmure Bridge, consistent with the certified Conservation Plan for that structure;

d. The location of property accessways required to service affected properties and where those properties are located in the project footprint;

e. Measures to achieve a safe level of transition for cycling and walking modes, including providing advanced warning and signage to cyclists and pedestrians, and safe and convenient cycling transitions at the ends of the project;

f. The location and design (including height) of noise walls must be designed to enable land to be integrated into the urban area, including minimising intrusion on adjoining residents and reserves, maintaining and contributing to the amenity of residents and road users, and visually integrating with the surrounding residential character. The noise walls are to be designed in accordance with the Urban and Landscape Design Framework;

g. Design features and methods for cultural expression and in order to reflect outcomes agreed through mana whenua engagement;

h. The location and design of any structure, pathway, parks infrastructure, green asset and any other infrastructure in any road reserve, the new reserves and reinstated reserve areas (and to consider the inclusion a pedestrian access between Lagoon Drive and Sunset View Road across the Sunset Road Reserve);

i. The location of landscaping, including any vegetation to be retained, areas of landscape mitigation and ecological enhancement planting in such a way that enables land to be reintegrated

into the surrounding urban context. This is to include a schedule of species to be planted including the botanical names, locally eco-sourced native plants that reflect appropriate taonga species and/ or indigenous biodiversity (which are to be used unless there is a specific need for exotic species as determined by the landscape architect in her/his sole discretion), grade (bag size) of plants, minimum plant height at time of planting, and proposed plant spacings;

j. In respect of the Outstanding Natural Feature (“ONF”) on the north-eastern side of Lagoon Drive (including the Sunset Reserve) the measures to be implemented to enable natural rock exposures of volcanic tuff along the soil nail wall to remain permanently visible, subject to stability and safety requirements, and mitigating any significant adverse visual and landscape effects. Once the main cut for each soil nail wall is complete, the final design of the soil nail wall visual/planting/cultural treatment is to be developed in consultation with the Council’s Team Manager Biodiversity (in relation to ONF requirements), the Council’s Parks Planning Team Leader (in relation to planting mitigation and maintenance associated with the Sunset Reserve), the Ngāti Paoa Iwi Trust, and an NZILA registered landscape architect. For those areas where the natural rock is not proposed to be left exposed, methods are to be implemented to incorporate continuous vegetative screening of the soil nail wall structures with appropriate native plants and/or appropriate cultural design features;

k. Streetscape details for Williams Avenue and the Latham - Dillimore connection, including amenity tree planting and any associated footpath re-location;

l. Measures to be undertaken for topsoil and subsoil management to rehabilitate the soil profile in order to provide a viable growing medium for the areas to be planted and for use on the berms. Consideration is to be given to the use of engineered tree pits, utilising a combination of structural soils, soil vaults, or structural soil cells where necessary to provide sufficient rooting environment for large growing trees in restricted areas;

m. A landscape planting methodology and plant selection process must be developed with the Council’s arboricultural and horticultural specialists. The planting methodology is to include details of the maintenance programme to be implemented once the landscape planting works are completed;

n. A maintenance plan and establishment requirements over a three year period for landscaping and five years for specimen trees following planting and reinstatement of road verges, and including:

i. Vegetation maintenance policies for the proposed planting, in particular details of maintenance methodology and dates / frequencies;

ii. Details of watering, weeding, trimming, cultivation, pest and disease control, checking stakes and ties, pruning and other accepted horticultural operations to ensure normal and healthy plant establishment and growth;

iii. Details of a maintenance programme for any other green asset and/ or parks infrastructure including vandalism eradication policies; and

iv. An agreed reporting mechanism for annual inspections of all new plantings to ensure the plants are healthy and are being maintained to the Council’s standards.

o. Measures to minimise clearing work to preserve soil and any indigenous vegetation;

p. Measures to ensure the appropriate disposal of any clearance of invasive/noxious weeds;

q. Where feasible, design of tree planter pits in all new planting areas with a minimum soil volume of 10 cubic metres;

r. Local sourcing of ‘new’ tree stock (Auckland region), and consultation with the Council’s arborist regarding the size, form and quality of the tree stock prior to any planting commencing, with all tree stock ordered at least 12 months prior to use.

52. The Requiring Authority’s representative must arrange for annual inspections, accompanied by the Team Leader - Southern Monitoring, of all new plantings to ensure the plants are healthy and are being maintained to the Council’s standards.

53. At least 1 month prior to the final handover to the Council for future care and maintenance of the landscaping, the Requiring Authority’s representative is to arrange a site walkover with the Team

Leader Southern Monitoring to inspect the new planting areas, and to document any areas of plant health and maintenance that need to be rectified prior to handover.

54. The UDLP planting requirements must be implemented during the first planting season following the project being operational. If the weather in that planting season is unsuitable for planting, as determined by the Team Leader Southern Monitoring (in consultation with the Council's Parks Department), the landscaping must instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity must be agreed to by the Council's Team Leader Southern Monitoring.

Tree protection

55. The Requiring Authority must work with the Council's arboricultural specialists in its Parks and Heritage division to develop a joint Tree Protection and Management Plan ("TPMP") for submission to the Team Leader, Southern Monitoring for certification. The objective of the TPMP is to avoid, remedy or mitigate any adverse construction effects on those trees to be retained as part of the project as far as reasonably practicable. As part of the TPMP, where required the Requiring Authority must develop specific work procedures that are to be outlined in the contract tender documentation for the civil works contracts for the project. The TPMP must also include the final construction methodology details for works close to or around any notable trees in the project area, based on the final detailed design.

56. To achieve its objective, the TPMP is to include:

a. Specific vegetation protection measures to be implemented, including:

i. Tree protection measures for notable trees at the Domain Reserve and 1 Kerswill Place, based on the items in Schedule 1A of these conditions;

ii. Tree protection measures for trees to be retained based on the items in Schedule 1B of these conditions;

iii. Tree pruning measures based on the recommendations in Schedule 1C of these conditions (including pruning any trees outside the designated area by the Council's tree maintenance contractors under the direction of the Council's arborist advisor). These measures must also demonstrate that the extent of works will be undertaken in accordance with the following permitted activity standards in the Auckland Unitary Plan (Operative in Part): E26.4.5.1 (which applies to tree trimming or alteration of trees in streets and open space zones), and E26.3.5.2(8) (which relates to the alteration or removal of vegetation required to maintain the visibility of road safety signage, vehicle sightlines, carriageway clearance heights and widths);

iv. Demarcation of temporary construction access and storage areas, outside the permeable dripline and / or rootzone areas of retained trees;

v. Use of protective barrier fencing;

vi. Procedures for working within the dripline/rootzone of any retained tree, including appointment of a qualified Council approved arborist ("appointed arborist") to oversee directly all works within the dripline and rootzone of the trees located in the designated areas of work for the duration of the site works, until the route is considered completed, and including any reinstatement works that fall outside the area of the designation;

vii. Specific bio-security removal restrictions that will apply to all protected elms, to avoid the risk of Dutch Elm Disease (refer Appendix 6 of the arboricultural assessment prepared by Peers Brown Miller dated 21 December 2016), including vetting and approving the methodology and treatment of the Elm material by the Council's arboricultural specialist responsible for handling and treatment of all Elm material controlled under the Biosecurity Act, prior to any works taking place;

viii. Measures to provide for clear marking of all tree removals prior to implementation of each stage of the works, with verification of the removals by the Requiring Authority's arborist in consultation with the Council's arboricultural specialist;

ix. The methodology required to relocate the Pohutukawa trees from Queens Road, Panmure, including measures to enable, where practical, the uplifting and temporary storage of the existing Pohutukawa trees where they fall in the designated area of works, as well as their appropriate maintenance and repositioning in a suitable alternative location in consultation with the Council's arboricultural specialist Parks;

x. Determination of the practicality of uplifting trees for transplanting by a qualified and experienced arborist (in consultation with the Council's arborist advisor), having particular regard to below ground infrastructure and its planned renewal and relocation;

xi. For those trees that can be practicably uplifted (transplanted), retaining the services of an appropriately qualified arboriculturalist experienced with best practice tree relocation procedures to extract the Pohutukawa trees to be retained and thereafter maintain and irrigate the trees until such time as they are relocated.

Advice note:

All works that involve cutting or removal of any Elm species are required to be undertaken in accordance with the requirements of the Biosecurity Act.

57. Prior to finalising detailed designs for works close to or around any notable trees in the project area the Requiring Authority is to arrange a meeting between the appointed arborist, the Council's parks arboricultural specialist, the Council's Heritage arborist, and any other relevant employees/contractors who will be working on the project. The purpose of this meeting is to review the detailed designs for works planned in the rootzone area of the notable trees adjacent to the area of works (which comprise the Pohutukawa trees in Domain Reserve, the willow trees on Pakuranga Road, and the Swamp Cypress in Kerswill Place).

58. Prior to any construction works commencing, a pre-commencement site meeting must be arranged by the Requiring Authority. The purpose of the meeting is for the appointed works arborist to explain all vegetation protection measures to a representative of all contractors, sub-contractors and work site supervisory staff who will carry out project works within the dripline of any retained tree on the designated route. The following Council officers must also be invited to attend the meeting:

- a. Team Leader Southern Monitoring (or representative);
- b. In the case of trees on private land – the Resource Consents Specialist Advisor – Arborist;
- c. In the case of trees on Parks owned land – the Senior Arboriculture and Eco Specialist (or equivalent), Operational Management and Maintenance, Auckland Council Community Services.
- d. In the case of street trees located in the road reserve – the Senior Advisor – Urban Forest (or equivalent), Parks Services, Auckland Council Parks, Sport and Recreation.

59. Compliance with the recommended tree protection measures and construction methodology must be monitored by the appointed works arborist and logged in accordance with the vegetation log sheet contained in the TPMP. The log sheet must be provided to Council officers at agreed intervals or, where required, on request.

60. If the design of the project is modified so that it becomes apparent that trees identified to be retained on the approved/certified landscape plans are required to be removed, then removal of these trees is appropriate if:

- a. The tree to be removed is not one of the scheduled Pohutukawa trees at the Domain Reserve, a Pohutukawa tree(s) along the southern side of Lagoon Drive, or the Swamp Cypress and Kauri tree at 1 Kerswill Place; and
- b. The design modification results in retention of a tree that was identified to be removed (i.e. no net loss of generally protected trees); or
- c. If the design modification will result in a net loss of generally protected trees, a suitable replacement specimen tree is provided in the project alignment (in addition to the proposed planting shown on the approved/certified landscape plans).

Lizard Management Plan

61. The Requiring Authority must prepare and submit a Lizard Management Plan to the Council's Biodiversity Team Manager Biodiversity Central/South for certification. The objective of the LMP is to avoid, remedy or mitigate adverse construction effects on native skinks as far as is reasonably practicable. The LMP must be prepared by a qualified herpetologist with Department of Conservation authority and is to cover the following locations:

- a. The vegetated cliff face on the northern side of Lagoon Drive between Basin View Lane and Church Crescent; and
- b. The rank grass on the northern side of Pakuranga Road at Kerswill Corner and Bus Stop Reserve.

62. The LMP is to include (but not necessarily be limited to):

- a. Details of search methods to be implemented for capturing arboreal and ground-dwelling lizards prior to any construction activities in any of the above areas within the project footprint;
- b. Mechanisms for re-establishing affected lizard habitat;
- c. Locations for the potential release of lizards, including whether a pest control programme for before and after the release of lizards is necessary and, if so, the details of such a control programme;
- d. The methodology for any post-capture release of lizards; and
- e. The methodology for captive management of lizards if they are required to be held in captivity.

Advice note:

A permit under the Wildlife Act 1953 will be required from the Department of Conservation to enable reptile translocation to occur.

OPERATIONAL CONDITIONS

Operational traffic noise

63. The alignment must be designed and constructed in accordance with the provisions of New Zealand Standard NZS 6806:2010 "Acoustics – Road traffic noise - New and altered roads" (NZS 6806:2010). For the purposes of the following noise conditions the following terms have the following meanings:

- a. "Acceptable Noise Environment" – means that in accordance with NZS 6806:2010 buildings/properties are determined as Category A or experience an up to 2 decibel increased change in noise environment compared with the "do nothing" measured noise levels in Appendix G of the "Assessment of Noise and Vibration Effects" prepared by Marshall Day Acoustics and submitted with the NoR for this designation; and
- b. "Affected Buildings" – means any PPF that following implementation of all the proposed structural noise mitigation are Category B or C and do not have an Acceptable Noise Environment maintained.

64. These noise conditions consider only those PPF's existing on 29 March 2016, being the date the Notice of Requirement for this designation was served on the Auckland Council. The Requiring Authority must implement the proposed structural noise mitigation measures shown on the landscape plans submitted with the NoR for the designation (Volume 3: AMETI Stage 2A – Plans Appendix B) and described in section 9.13.5.2 of the AMETI Stage 2A Project – Assessment of Environmental Effects (prepared by Beca Ltd, dated 22 December 2016) to provide an Acceptable Noise Environment to all PPFs. These measures must be implemented as soon as practicable in the construction programme.

65. Prior to construction, the Requiring Authority must engage an appropriately qualified acoustic specialist to undertake an assessment to determine whether or not there are any Affected Buildings. Where Affected Buildings are identified or where the detailed design identifies the need for structural noise mitigation measures different from those identified in the previous condition, the Requiring Authority must submit a Traffic Noise Mitigation Plan ("TNMP") for certification by the Team Leader, Southern Monitoring. The TNMP is to:

- a. Include an assessment of how the revised proposed structural noise mitigation results in no Affected Buildings; or
- b. If the revised proposed structural mitigation would still result in an Affected Building(s), include an assessment in accordance with NZS 6806:2010 that demonstrates the design is consistent with adopting the best practicable option.

66. If, following implementation of all the structural noise mitigation, Affected Buildings remain the Requiring Authority must offer building-modification mitigation to the owners and occupiers of all such Affected Buildings in accordance with NZS 6806:2010. If the offer is accepted within two months of it being given, the Requiring Authority must implement the mitigation, and the cost associated with the mitigation will be met by the Requiring Authority.

67. To the extent practicable the Requiring Authority must manage and maintain the structural noise mitigation so that those mitigation works retain their noise reduction performance for at least 10 years after the final stage of the project becomes operational.

68. Within two years of the project being operational the Requiring Authority must undertake ambient noise monitoring along the length of the designated route at a minimum of six sites. The purpose of these measurements is to confirm whether there are any additional Affected Buildings as a result of implementation of the project. If any additional Affected Buildings are identified, then those Affected Buildings must be subject to the building modification mitigation required by these conditions.

Operational monitoring

69. As part of detailed design, the Requiring Authority must consider measures (such as minor design layout changes and directional signage) to improve the ease of use and readability of alternative vehicle routes for the prohibited turns at the new intersection replacing the Panmure roundabout, in particular for non-local users, and to confirm its suitability for appropriate heavy commercial vehicles ("HCVs") that might reasonably need to service local properties. The identified measures must be implemented by the Requiring Authority, prior to opening of the project to the public.

70. The Requiring Authority must undertake a baseline monitoring survey of at least a week in duration prior to construction works commencing, including AADT, intersection performance and delays, and HCV flows. The Requiring Authority must undertake six monthly monitoring of vehicle flows on Church Crescent for a period of two years after completion of the project. Copies of the report and underlying survey data are to be provided to the Council's Team Leader, Southern Monitoring, within two weeks of the surveys being completed. In addition, the Requiring Authority must investigate:

- a. The safety and performance of the intersection of Church Crescent, Queens Road and Tripoli Road, including the nearest pedestrian crossings on all six approach arms of that intersection, and to report to the Council's Team Leader, Southern Monitoring whether changes to the road network or its management are warranted to improve safety or to align traffic patterns with the regional road hierarchy better. In the event that this monitoring indicates that a significant reduction in performance (>20% increase in average delay) is occurring at these locations, changes to the road network or its management will be implemented by the Requiring Authority to improve safety and/or better align traffic patterns with the regional road hierarchy;
- b. The desirability and feasibility (including impacts on the network and the Panmure Town Centre) of providing a right turn option from Queens Road into Basin View Lane to allow added flexibility for vehicle traffic coming from Jellicoe Road which has to turn left into Queens Road; and

c. Whether HCV flows on Church Crescent and Tripoli Road have increased significantly in comparison with the baseline surveys undertaken prior to commencement of the project preparation and construction activities. In the event that this monitoring indicates a significant (>20%) increase in HCV flows is occurring on these roads, changes to the road network or its management are to be investigated to better align traffic patterns with the regional road hierarchy.

71. During detailed design the Requiring Authority must assess the ability to provide further u-turn possibilities (whether in the median zone or as part of traffic signals) in the project area east of the Panmure Bridge, and is to report to the Council on the outcome of that assessment and any subsequential changes to the design in respect of the u-turn at the time that the UDLP is submitted to Council for certification.

72. The Requiring Authority must undertake monitoring of parking in the residential area around the Williams Avenue bus station every six months for two years after completion of the project, to investigate if this area is being used as an informal park and ride. The Requiring Authority is to report to the Council on the outcome of that investigation and any subsequential changes to the design in respect of the kerbside parking areas around Williams Avenue. If this is confirmed and it is affecting safety and/or the availability of residential parking, the Requiring Authority is to investigate whether parking controls are required, and must implement appropriate controls if required by the Council.

73. The Requiring Authority must monitor the traffic flows on Mountain Road, between the Ellerslie-Panmure Highway and Forge Way, before commencement of construction, and quarterly for one year after construction of the project. If there is a significant (>20%) increase in traffic flow within one year after completion of the project, the Requiring Authority must engage with the residents of Mountain Road West no later than one month following the completion of the one year monitoring surveys regarding an appropriate course of action to address any resultant issues, and then shall implement appropriate controls as soon as practicable.

Advice note:

Prior to construction, the Requiring Authority will engage with the New Zealand Heavy Haulage Association and the National Road Carriers (Inc) to discourage Association members from using Queens Road and other Panmure town centre routes for transporting dangerous goods during and following construction of the project.

74. The Requiring Authority must investigate whether cars parked on Millen Ave close to the Pakuranga Road intersection cause any safety and/or capacity issues and, if so, install an appropriate length of no stopping restrictions as part of the Stage 2A project.

75. The gradient and access to the Panmure Squash Club site is to be designed to enable 8m rigid trucks to manoeuvre (as a minimum). During emergency situations, emergency vehicles are to be permitted to park on the busway.

76. The 'Keep Clear' road markings on Pakuranga Road (shown on Pakuranga Road plan 3311120-CE-4006) are to be provided for the benefit of the residential properties on the slip road by the Panmure bridge. This clearway must be of a sufficient length and width to enable trucks that service the boat yard accessed by the slip road to enter and to exit onto Pakuranga Road safely.

Advice note:

1. The Requiring Authority is advised that archaeological provisions of the Heritage New Zealand Pouhere Taonga Act 2014 apply to archaeological sites whether previously recorded or discovered during the works.

2. Auckland Transport will work with the Auckland Council and Ngāti Paoa to explore opportunities for the co-management of land, facilitating on-going access to traditional resources and activities, and physical connections between Ngāti Paoa and land, to address effects on the Mokoia Pā headland.

3. In respect of contaminated land, all works are to be carried out in accordance with the final Site Management Plan to be prepared for the AMETI Stage 2A project under an associated resource

consent, and in accordance with any material changes made to the SMP through an outline plan or management plan review process.

Schedule 1 – Additional Tree Protection Measures (adopted from the Arboricultural Assessment lodged with the Notice of Requirement)

Schedule 1A - Tree Protection Measures for Notable trees at Domain Reserve and 1 Kerswill Place

Note: Tree numbers listed below refer to Appendix 1 – Schedule of Affected Trees attached to the Arboricultural Assessment notified with the Notice of Requirement.

- 1) Tree removals in the vicinity of any scheduled/notable tree should be undertaken by a qualified arborist with the skills required to avoid accidental damage occurring to the adjacent retained trees.
- 2) A protective barricade should be erected to enclose as much of the dripline area as practicably possible of all notable/scheduled Trees – tree numbers 21, 23-30, 34-36, 46-48, 50-54, 135 and 166-167.
- 3) The project arborist should be present to supervise the following particular activities: any excavation activity in the vicinity of scheduled Trees 21, 23-30, 34-36, 46-48, 50-54, 135 – most particularly the formation of new accessway surfacing and retaining wall construction in the root zones of Trees 21, 23-30, and 34-36; the traversal of an excavation machine through Domain Reserve for earthworks within the driplines of scheduled trees; the positioning and digging of post holes for the retaining wall at 54 Lagoon Drive; and any resurfacing of the driveway at 54 Lagoon Drive.
- 4) During the excavation and construction phases, and on completion of the project, the root zones of the scheduled Pohutukawa trees in the Domain Reserve should be irrigated and monitored by the worksite arborist. Mulching around the bases of Trees 21, 23-30, 34-36 and 135 (Swamp cypress) is also recommended for the duration of the works.
- 5) Any tree roots that may be encountered during the course of excavation work should be pruned back cleanly to the excavation face, using a sharp saw or secateurs past any point of fracture or damage. Any exposed root ends are to be protected from drying out by a covering of hessian or similar material that is to be kept damp until the excavated area is backfilled.
- 6) No storage of materials or equipment, or passage of vehicles or machinery, should take place on open ground within areas of ground enclosed by protective fences.
- 7) Any excavation for the retaining wall below the scheduled trees 21, 23-30 and 34-36 should be attended by the project arborist. Any roots that may be encountered within the required excavation depth should be severed cleanly by the arborist.
- 8) Prior to construction of the retaining wall at 54 Lagoon Drive, the location of major tree roots of Tree 54 should be determined. A hand dig should occur around the base of this tree to determine this. Post holes should be positioned as to minimise damage to major tree roots encountered. With respect to excavation of post holes for the retaining wall construction within the dripline of protected tree 54, the first 500mm should be excavated by hand to ascertain for the presence of roots prior to any use of an auger. Any root encountered that has a diameter greater than 35mm should be retained intact and the pile hole moved to avoid the root. Roots of smaller diameters can be severed cleanly. All works should be directly supervised by the worksite arborist.
- 9) Washings from the production of concrete should not be flushed on to open ground within the dripline of any retained tree on the route.

Schedule 1B - Tree Protection Measures for Retained Trees

Note: Tree numbers listed below refer to Appendix 1 – Schedule of Affected Trees attached to the Arboricultural Assessment notified with the Notice of Requirement.

10) All vehicle movements to access the work sites should be excluded from the permeable dripline and/or root zone areas of retained trees.

11) When working within the dripline of any retained tree all care should be taken when removing the existing hard surface to not disturb tree roots that may be beneath the surface. Hand held tools or appropriate machinery should be used (under direct arborist supervision) to remove the existing hard surface working backwards, situated on the existing hard seal at all times. At no time should the machine operate or traverse over the exposed unsealed root zone.

12) Once the hard seal surface is removed, all existing base course should be left in-situ. Augmenting with extra base course material where required should not disturb any potential roots that may have established in the substratum base.

13) Any fresh incursion into unsealed ground within the dripline of any retained tree should be carried out by hand (spade) with all care taken not to damage any roots.

14) Any roots of retained trees, measuring 35mm or greater in diameter, that are exposed during the course of development work, should be retained, carefully worked around and protected. All roots less than 35mm diameter exposed in the course of excavation works should be pruned back cleanly past any point of fracture or damage, using a sharp saw or secateurs. All retained and/or cut roots should be protected from drying out with a covering of hessian or similar material that is to be kept damp until the excavated area is backfilled.

15) In any instance where the above measure cannot be met, approval for the removal of tree roots measuring 35mm or greater in diameter located within the rootzone, as defined by the existing dripline of a particular tree, should be obtained from the works arborist prior to works commencing or continuing. The arborist may carry out the removal of such roots only when s/he is satisfied that the health and stability of the tree concerned will not be compromised.

16) The placement of any new services should in the first instance be positioned outside the driplines of the affected street trees and scheduled trees. Where site circumstances, such as the location of existing service connections, dictate works in closer proximity to the affected trees, the works should be as far away as practicable from the trees. Any new services should be installed by directional drilling or similar where practicable. No open trench excavation should occur within the dripline area of the trees. When works in close proximity to the dripline of any retained tree or protected tree is necessitated due to existing site conditions (e.g. location of existing services) "pot hole" excavations should be utilised for service location and new connections. These works should be supervised by a qualified arborist and should only be undertaken using hand held tools.

17) Where there is a need to decommission any existing services, excavation work in the dripline area of any retained tree should be supervised by a qualified arborist.

18) Any pile holes or excavations, associated with the construction works, with exposed root matter or severed root ends, should be lined with polythene sheeting or a similar material prior to the placement of any concrete, in order to prevent leaching of any liquid into the soil.

19) When backfilling excavated areas, a 50mm layer of sand or soil should surround all tree roots. The 50mm layer of sand or soil around the tree roots is to be compacted by hand tamping methods only.

20) All construction equipment should be manoeuvred in the work sites in a manner that avoids any damage to the crown structure of any retained tree located adjacent to the works area.

21) Where practicable, conflict between the existing canopies of retained trees/scheduled trees and the construction works on the route should be managed in the first instance by tying back or stropping the existing tree canopies.

22) The non-protected Kauri tree at 1 Kerswill Place that is proposed for retention within the proposed site office compound should be offered the same level of protection as all other retained trees in accordance with the tree protection measures outlined above. Particular regard should also be given to ensuring adherence to the measures outlined in the Earthworks and Soil Removal section of Appendix 7 of the arboricultural assessment notified with the Notice of Requirement.

23) If changes to the identified line of works are required within close proximity to any retained tree, the works arborist should update the site and monitoring log sheet and, where appropriate, include a digital photograph. Details will include, but not be limited to, changes to previously agreed works in relation to retained trees, alteration of tree protection methodologies and an assessment of effects of changes.

Schedule 1C – Tree pruning measures

24) The exact extent of any pruning should be discussed prior to commencement at a meeting held between the project arborist and the arboricultural contractor engaged to carry out the pruning.

Attachments

No attachments.