

SCHEDULE A - PLANNING OVERLAY MAP 6

REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
001	Airedale Street 0030-0032, City	Two semidetached terrace Houses (Commercial Use - 2004)		
002	Airedale Street 0087, City	ARA Lodge		
003	Albert Street 003, City (Corner Fanshawe Street)	West Plaza		
004	Albert Street 0061, City	Shakespeare Hotel		
005	Albert Street, City (Durham Street intersection)	Walls, gate, fence, lamp and toilets.		
006	Symonds Street 0007, City (Corner Alfred Street)	Old Choral Hall (Whole corner building)		
007	Alfred Street 0004, City	House (AUSA reception 2004)		
008	Alfred Street 0008, City	Student Union Building, Auckland University		
009	Alten Road 0023, Grafton	House		
011	Anzac Avenue 0152, City	Berrisville Flats		
012	Bankside Street 0001, City	Cottage		
013	Te Taou Crescent 00026-0046, City	Auckland Railway Station (Railway Campus- Auckland University 2004)		
015	Beresford Square 0015-0023, Newton	St.James Church (Hopetoun Alpha 2004)		
016	Chancery Street 0002-0008, City	Chancery Chambers		
018	Customs Street East 0010, City	Barrington Building - Four storeyed Customs Street East Building - excluding ground floor level Galway Street addition - Customs Street frontage only		
019	Customs Street East 0014-0018, City	Columbus House (Sofrana House 2004) - Four storeyed Customs Street East Building - excluding ground floor level Galway Street addition - Customs Street frontage only		
020	Customs Street East 0022, City	"Excelsior Block" - Remnant portion - Customs Street frontage only		
021	Customs Street East 0024-0026, City	Stanbeth House (Four storeyed Customs Street East Building - excluding four storeyed Galway Street building)		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
022	Customs Street East 0030-0034, City	Masonic Club / Buckland Building (Customs St. Building only - Four storeyed Customs Street East Building - excluding two storeyed and one storeyed Galway Street Buildings)		
023	Customs Street East 0036, City	Entrican Building (Australis House 2004)		
024	Customs Street East 0042, City	Nathan Building (Commercial Building 2004)		
025	Customs Street East 0055, City	Commercial Building (Commercial Building 2004)		
026	Customs Street East 0069, City	Britomart Hotel (Rose & Crown Tavern 2004)		
027	Customs Street West 0012-0014, City	Old Customs House (DFS Galleria 2004)		
028	Customs Street West 0086-0102, City	Tepid Baths		
030	Drake Street 0002, City	Freeman's Hotel (The Drake 2004)		
031	Durham Lane 0009-0011, City	Bluestone Store (Commercial Building 2004)		
032	Eden Crescent 0003, City	Eden Hall (Residential 2004)		
033	Elliot Street, City	Smith and Caughey (Mahoney Building) Facade and exterior form and bulk within 10m of Elliot Street frontage (This schedule recognises the continued use of the existing Elliot Street vehicular access locations to the site)		
034	Emily Place 0025, City	Churton Memorial		
035	Emily Place 0066-0070, City	Brooklyn Flats		
036	Fanshawe Street 0030-0036, City	Foster & Co. Building		
037	Sturdee Street, City	Horsetrough		
038	Fort Street, 0020, City	Wrights Building		
042	Fort Street 0065, City	Northern Roller Mills, (Original Mill building, Building 1).		
044	Grafton Bridge, Grafton, Between Symonds Street and Grafton Road	Grafton Bridge		
045	Grafton Road 0008, Grafton	House (Department of Germanic Languages 2004)		
046	Grafton Road 0009, Grafton	Commercial Building (Archaeological Research Building 2004)		
047	Grafton Road 0010, Grafton	House (Political studies centre/ Pacific studies 2004)		
048	Greys Avenue 0095-0113, City	State Flats		
050	Greys Avenue 0108-0116, City	Auckland Synagogue		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
052	Vulcan Lane 0025-0031, City (Corner High Street)	Giffords Building (C1930 original building only, not subsequent additions)		
053	High Street 0018, City	A.Cleave and Co. Building (Norfolk House 2004)		
054	Freyberg Place 0002, City	Ellen Melville Hall (Include sculpture by James Bowie)		
055	High Street 0047, City	Canterbury Arcade annexe (Office Building 2004)		
056	High Street City (Corner Courthouse Lane)	Stairs and railings (to previous Wesleyan Chapel/Court Buildings).		
057	Quay Street 0204, City (Corner Hobson Street 0001)	Auckland Harbour Board Workshops (Viaduct Quay 2004) Refer Diagram 1 at the end of Schedule A		
058	Hobson Street 0119, City (Corner Wellesley Street West)	Albion Hotel		
059	Karangahape Road 0183, Newton	St.Kevins Arcade		
060	Karangahape Road 0184, Newton	Rendells Building (Karangahape Road buildings only - Commercial food court 2004)		
061	Karangahape Road 0211-0235, Newton (Corner Pitt Street 0080-0086)	Pitt Street buildings (O'Malleys Corner 2004)		
062	Karangahape Road 0238, Newton	George Courts Department Store (George Court 2004)		
063	Karangahape Road 0243, Newton (Corner Pitt Street)	Naval and Family Hotel (Naval and Family Tavern 2004)		
064	Karangahape Road 0256, Newton	Mercury Theatre entrance - Norman Ng building (Brazil cafe 2004)		
065	Kitchener Street 0001, City	Old City Art Gallery / Library (City Art Gallery 2004)		
066	Courthouse Lane 0001, City	Auckland Magistrates Court (Metropolis foyer 2004)		
067	Lorne Street 0066-0068, City	Housing Corporation Building (Senior College of NZ 2004)		
068	Mayoral Drive 0011, City	Public Trust Building		
069	Karangahape Road 0246 -0254, Newton (Corner Mercury Lane 0003)	Hallenstein Brothers Building (HB Building 2004)		
070	Mercury Lane 0009, Newton	Kings Theatre (Auckland City Church 2004)		
072	Victoria Street West 0137, City (Corner Wellesley Street West)	Empire Hotel - Refer Diagram 2 at the end of Schedule A		
073	Nelson Street 0052, City (Corner Wellesley Street West)	Berlei Factory (Hotel 2004)		
074	O'Connell Street 0005, City	Alliance Insurance Co. (Administrator House 2004)		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
076	Parliament Street 0003, City (Corner Eden Crescent)	Windsor Towers		
077	Parliament Street 0005, City	Westminster Court		
078	Parliament Street 0007, City	'Braemar'		
079	Parliament Street 0009, City	Courtville Annexe Building, Middle flats - 3 storey block		
080	Parliament Street 0011, City (Corner Waterloo Quadrant)	Courtville - Corner flats, 5 storey block.		
081	Parliament Street 0012-0030, City and Waterloo Quadrant	Supreme Court (High Court & grounds 2004)		
082	Pitt Street 0049, Newton	Old Central Fire Station (Commercial/Retail 2004)		
083	Pitt Street 0050-0060, Newton	Central Fire Station		
084	Beresford Square 0001, Newton	Pitt Street Fire Station (Residential Accommodation 2004)		
086	Pitt Street 0078, Newton	Pitt Street Wesleyan Church (Pitt Street Methodist Church 2004)		
088	Princes Street (Albert Park), City	Albert Park		
093	Princes Street 0005, City	Commercial Building (Commercial building 2004)		
094	Princes Street 0007, City	Masonic Hall-Façade only (Global Pacific Corporation 2004)		
095	Princes Street 0009, City	Grand Hotel – Façade only (Fonterra Centre 2004)		
096	Princes Street 0012, City	Old Gate Keeper's cottage – Old Government House (Auckland University – 2004)		
097	Princes Street 0012, City	Old Government House and outbuildings (Auckland University 2004)		
098	Princes Street 0019, City	Northern Club (Original building & 1884 addition)		
099	Princes Street 0019A, City	Synagogue Building (University House 2004)		
100	Princes Street 0021, City	Merchant House – (Community Child care Centre 2004)		
101	Princes Street 0022, City	Albert Barracks Wall (Remnant section)		
102	Princes Street 0022, City	Auckland University Old Arts Block		
103	Princes Street 0023, City	Merchant House – (Languages International No2 –2004)		
104	Princes Street 0024, City	Merchant House – (Alfred Nathan House 2004)		
105	Princes Street 0027, City	Merchant House – (Languages International No.1-2004)		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
106	Princes Street 0029, City	Merchant House - Hamurana (Hamurana 1887, Offices / School – 2004)		
107	Princes Street 0031, City	Merchant House – Pembridge (Pembridge 1896, Bank / Offices 2004)		
108	Princes Street 0033-0043, City (Albert Park)	Park Keepers Cottage-Albert Park (Bruce Wilkinson Clock Collection – 2004)		
109	Quay Street 0102, City	Colonial Sugar Refining, NZ Head Office – Wharf Police Station (Vacant 2004)		
110	Quay Street 0116, City	Marine Workshops Building (Union Fish Co. Building 2004)		
111	Quay Street 0122-0124, City	The Northern Steamship Co.Ltd. Building (Commercial 2004)		
112	Quay Street 0099, City	Ferry Building		
114	Quay Street, City (Between Lower Hobson Street and Britomart Place)	All elements of the original Auckland Harbour Board fence panels, pylons, handrails and gates, including those rearranged, restored or rebuilt since the original installations, located west between the Ferry Building and the Maritime Museum and east (approximately 400m) between the Ferry Building and Britomart Place, i.e. the full length between the west side of Princes Wharf to the west side of Bledisloe Terminal		
116	Quay Street 0109-0111, City	Public shelter, Eastern - (Fullers ticket office 2004)		
117	Queen Street 0012, City	Chief Post Office (Britomart Transport Centre entrance 2004)		
118	Queen Street 0022-0032, City	Dilworth Building		
119	Queen Street 0034-0040, City	Queens Arcade		
120	Fort Street 0004, City (Corner Queen Street)	Imperial Hotel (Retail 2004)		
121	Queen Street 0075, City	Encom House (National Equity House 2004)		
122	Queen Street 0090-0092, City	Blacketts Building		
123	Queen Street 0087-0093, City	Dingwall Building		
124	Queen Street 0098, City	Craigs Building		
125	Queen Street 0101-0107, City	New Zealand Guardian Trust (The Guardian 2004)		
127	Queen Street 0118, City (Corner Vulcan Lane)	Vulcan Building (National Bank ground floor, Offices above 2004)		
128	Queen Street 0125, City	Bank of N.Z. –Façade only (The Tower 2004)		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
129	Queen Street 0138-0146, City	Ellison Chambers (ASB Chambers 2004) Front portion only, between 5 and 7 metres back from the Queen Street frontage		
132	Queen Street 0182-0184, City (Corner Durham Street East)	Premier Building		
133	Queen Street 0186, City (Corner Durham Street East)	Whitcombe and Tombs Ltd. Building (Queen Street associated retail use 2004)		
134	Queen Street 0187-0189, City (Corner Durham Street West)	Auckland Electric Power Board Building (Queen Street associated retail/commercial use 2004)		
135	Queen Street 0192-0196, City	Lewis Eady Building		
136	Queen Street 0210, City (Corner Victoria Street East)	John Courts Building (Whitcoulls 2004)		
137	Queen Street 0233-0237, City	Strand Arcade Building		
139	Queen Street 0256-0260, City	Auckland Savings Bank Building - Head Office (McDonalds Restaurant 2004)		
141	Queen Street 0269-0285, City (Corner Queen Street and Wellesley Street)	Civic Theatre (Queen & Wellesley Street, associated retail use 2004)		
142	Queen Street 0287-0293, City	Civic House (Queen Street associated retail use 2004)		
143	Queen Street 0295, City (Myers Street 0001-0003)	Fergusson Building		
144	Queen Street 0301-0303, City	Auckland Town Hall		
145	Queen Street 0304-0328 and Lorne Street, City	St.James Theatre (Queen Street associated retail use 2004)		
146	Queen Street 0323-0327, City	Auckland Sunday School Union Building (NZ Sunday School Union Building 2004)		
148	Queen Street 0381, City (Greys Avenue 00072 - Myers Park)	Myers Kindergarten Building		
149	Queen Street 0381, City (Greys Avenue 00072 - Myers Park)	Myers Park (Including trees)		
150	Queen Street 0429, City	Baptist Tabernacle		
151	Queen Street 0456-0486, City (Between Turner Street and City Road)	Terrace of shops (Queen Street associated retail use 2004)		
152	Shortland Street 0003-0013 and High Street, City	South British Insurance Co. Ltd. Building (NZI 2004) (1927 Building only)		
153	Shortland Street 0029-0033 (Corner O'Connell Street, City)	General House (General Building 2004)		
154	Shortland Street 0074, City	IYA Radio Station Building (University of Auckland - Kenneth Myers Centre 2004)		
155	Symonds Street & Grafton (Corner Symonds Street and Grafton Bridge)	Bus Shelter & Public Toilets		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
156	Symonds Street, City (Corner Symonds Street and Wakefield Street Reserve)	Victoria League Statue and N.Z. Wars Memorial		
157	Symonds Street 0002, City	St.Andrews Church		
158	Symonds Street 0012, City	House (Auckland University Political Studies Building 2004)		
159	Symonds Street 0014, City	House (Auckland University Political Studies Building 2004)		
160	Symonds Street 0016, City	House (Auckland University Political Studies Building 2004)		
161	Symonds Street 0025-0029, City (Corner St.Paul Street)	Doctors Houses (Commercial 2004)		
162	Symonds Street 0028, City	St.Pauls Church		
163	Symonds Street 0044, City	State Flats		
164	Symonds Street 0064, City	Rationalist House		
165	Symonds Street 0116, City	First Church of Christ Scientist (PQ Publishers 2004)		
166	Symonds Street 0120, City (and Symonds Street 0105-0107)	Symonds Street Cemetery		
169	Vernon Street, City (Corner Vernon Street and Drake Street)	Lampstands (3)		
170	Viaduct Harbour, City	Viaduct Liftbridge		
171	Victoria Street East 0009-0017, City (Corner High Street)	Lister Building (Victoria Street East associated retail use 2004)		
172	Victoria Street West 0019-0025, City	Sargood, Son and Ewen Building - Facade (Retail 2004)		
173	Victoria Street West 0075, City (Corner Federal Street)	Aurora Hotel (Aurora Tavern 2004)		
178	Victoria Street West 0210-0218, City	City Destructor Chimney (Victoria Park Market Chimney 2004)		
179	Victoria Street West 0203-0271, City (Victoria Park)	Campbell Free Kindergarten Building		
180	Vulcan Lane 0006-0008, City	Occidental Hotel		
181	Vulcan Lane 0012, City	Queens Ferry Hotel		
183	Wellesley Street West 0011, City (Corner Elliot Street)	Smith and Caughey (Lippincott Building)		
184	Wellesley Street West 0015-0031, City (Corner Elliot Street)	Archibald Clark and Sons Warehouse (T & G Building / Wellesley & Elliot Street associated retail use 2004)		
185	Wellesley Street East 0059-0067, City	Auckland Technical College (Auckland Institute of Technology 'B' Block 2004)		
186	Federal Street 0182, City, corner Wellesley Street West	Hampton Court (Apartments 2004)		
187	Hobson Street, 0132, City (Corner Wellesley Street West and Federal Street)	St.Matthews in the City Church		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
188	Whitaker Place 0007-0013, City	Cintra Flats 3 Blocks - 0007A to 0007E Corner block adjacent access to 0005 Whitaker Place, 0011 Middle Block, 0013 Corner Block		
189	Wyndham Street 0014, City	Blackstone Chambers		
190	Wyndham Street 0043, City (Corner Hobson Street)	St.Patricks Presbytery		
191	St Patricks Square 0001 City, (Wyndham Street frontage)	St.Patricks Cathedral		
192	Alfred Street, City (Whole Avenue, both sides)	London plane (23)		
193	Te Taou Crescent, City (In Road Reserve)	Pohutukawa (1)		
194	Ronayne Street 0008, City	Rewarewa (1)		
195	TeTaou Crescent 0010, City	Totara (5)		
196	Mahuhu Crescent 0076-0080, City	Pohutukawa (4)		
197	Mahuhu Crescent 0054-0074, City	Pohutukawa (4)		
198	TeTaou Crescent 0026-0046, City	Rewarewa (1)		
199	Mahuhu Crescent 0054-0074, City	Pohutukawa (1)		
200	TeTaou Crescent 0026-0046, City	Northern Rata (1)		
201	Ronayne Street 0008, City	Pohutukawa (1)		
202	Ronayne Street 0008, City	Puriri (1)		
203	Ronayne Street 0008, City	Rewarewa (1)		
204	Ronayne Street 0008, City	Puriri (1)		
205	Ronayne Street 0008, City	Northern Rata (1)		
206	Ronayne Street 0008, City	Pohutukawa (1)		
207	Beach Road 0126, City (on road berm in front of former railway station formal gardens)	Kauri (2)		
208	TeTaou Crescent 0005-0015, City	Canary Island Date Palm (6)		
209	Ronayne Street 0008, City	Pohutukawa (1)		
210	Ronayne Street 0008, City	Totara (1)		
211	Bowen Avenue, (Lower Slopes), City	Common English Oak (2)		
212	Britomart Place, City (Road Reserve)	Pin Oak (1)		
213	Emily Place (Reserve), City	Pohutukawa (6)		
214	Emily Place (Reserve), City	Maidenhair Tree (4)		
215	Fanshawe Street 0130, City (Road Reserve - Walkway between Hardinge and Fanshawe Streets)	English Oak (4)		
216	Grafton Road, City (Between Wynyard and Stanley Street)	London Plane (17)		
217	Greys Avenue, City (Whole Avenue, both sides)	London Plane (54)		
218	Mayoral Drive, City (both sides)	Tulip Tree (178)		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
219	Nelson Street (Corner Nelson Street & Union Street - Road Reserve)	Pohutukawa (4)		
220	Anzac Avenue 0117 - 0127, City (Supreme Court site)	Pohutukawa (2)		
221	Princes Street 0016-0024, City (Old Government House - Auckland University)	Oaks (5)		
222	Princes Street 0016-0024, City (Old Government House - Auckland University)	Rimu (1)		
223	Princes Street 0016-0024, City (Old Government House - Auckland University)	Coral Tree (1)		
224	Princes Street 0016-0024, City (Old Government House - Auckland University)	Norfolk Island Pine (1)		
225	Princes Street 0016-0024, City (Old Government House - Auckland University)	Red Oak (1)		
226	Princes Street 0016-0024, City (Old Government House - Auckland University)	Big Tree (1)		
227	Princes Street 0016-0024, City (Old Government House - Auckland University)	Kauri (1)		
228	Princes Street 0033-043, City (Albert Park)	Elm (1)		
229	Princes Street 0033-0043, City (Albert Park)	Fan Palm (7)		
230	Princes Street 0033-0043, City (Albert Park)	Kauri (1)		
231	Princes Street 0033-0043, City (Albert Park)	Small Leaf Moreton Bay Fig (1)		
232	Princes Street 0033-0043, City (Albert Park)	Black Oak (1)		
233	Princes Street, City (Outside Clock Museum, Albert Park)	Lime Tree (9)		
234	Queen Street, City (Corner Queen Street 0360 and Wakefield Street, outside Auckland Institute of Technology 2004)	Lombardy Poplar (1)		
235	Queen Street 0381, City (Greys Avenue 0072-Myers Park)	Moreton Bay Fig Tree (1)		
236	Queen Street 0381, City (Greys Avenue 0072-Myers Park)	Japanese White Pine (1)		
237	Queen Street 0381, City (Greys Avenue 0072-Myers Park)	Red Cedar (2)		
238	Queen Street 0381, City (Greys Avenue 0072-Myers Park)	Swamp Cypress (1)		



REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
239	Swanson Street 0038, City (Federal Street Park)	Peppermint Gum (1)		
240	Symonds Street 0051A, City (Corner Symonds Streets and Wakefield Street - Wakefield Street Reserve)	Pin Oak (6)		
241	Symonds Street 0051A, City (Corner Symonds Streets and Wakefield Street - Wakefield Street Reserve)	Pohutukawa (1)		
242	Princes Street 0016 - 0024, City (Old Government House - Auckand University)	Maiten (1)		
243	Symonds Street 0120, City (Symonds Street Cemetery - East side)	English Oak (1)		
244	Symonds Street 0120, City (Symonds Street Cemetery - East side)	Japanese Elm (3)		
245	Symonds Street 0120, City (Symonds Street Cemetery - East side)	Norfolk Island Pine (1)		
246	Symonds Street 0120, City (Symonds Street Cemetery - East side)	Puriri (1)		
247	Symonds Street 0105 - 0107, City (Symonds Street cemetery - West side)	English Oak (1)		
248	Symonds Street 0105 - 0107, City (Symonds Street cemetery - West side)	Holm Oak (1)		
249	Symonds Street 0105 - 0107, City (Symonds Street cemetery - West side)	Pohutukawa (3)		
250	Symonds Street 0105 - 0107, City (Symonds Street cemetery - West side)	Lime (1)		
251	Symonds Street 0120, City (Symonds Street Cemetery - East side)	London Plane/Oak/Elm (25)		
252	Symonds Street, City (Between Alten and Grafton Roads)	London Plane (16)		
253	Whitaker Place 0020, City (Elam School of Fine Arts - University)	Norfolk Island Pine (2)		
254	Whitaker Place 0020, City (Elam School of Fine Arts - University)	English Oak (1)		
255	The Strand (Corner Sudbury Terrace - Road Reserve)	Pohutukawa (1)		
256	Victoria Street 0203 - 0271, City (Victoria Park)	Swamp Cypress (1)		
257	Victoria Street 0203 - 0271, City (Victoria Park)	London Plane (65)		
258	Vincent Street, City (Whole Avenue, both sides)	Plane (37)		
259	Wakefield Street 0087, City (Corner Wakefield Street and Airedale Street - Wakefield Reserve)	Pohutukawa (1)		

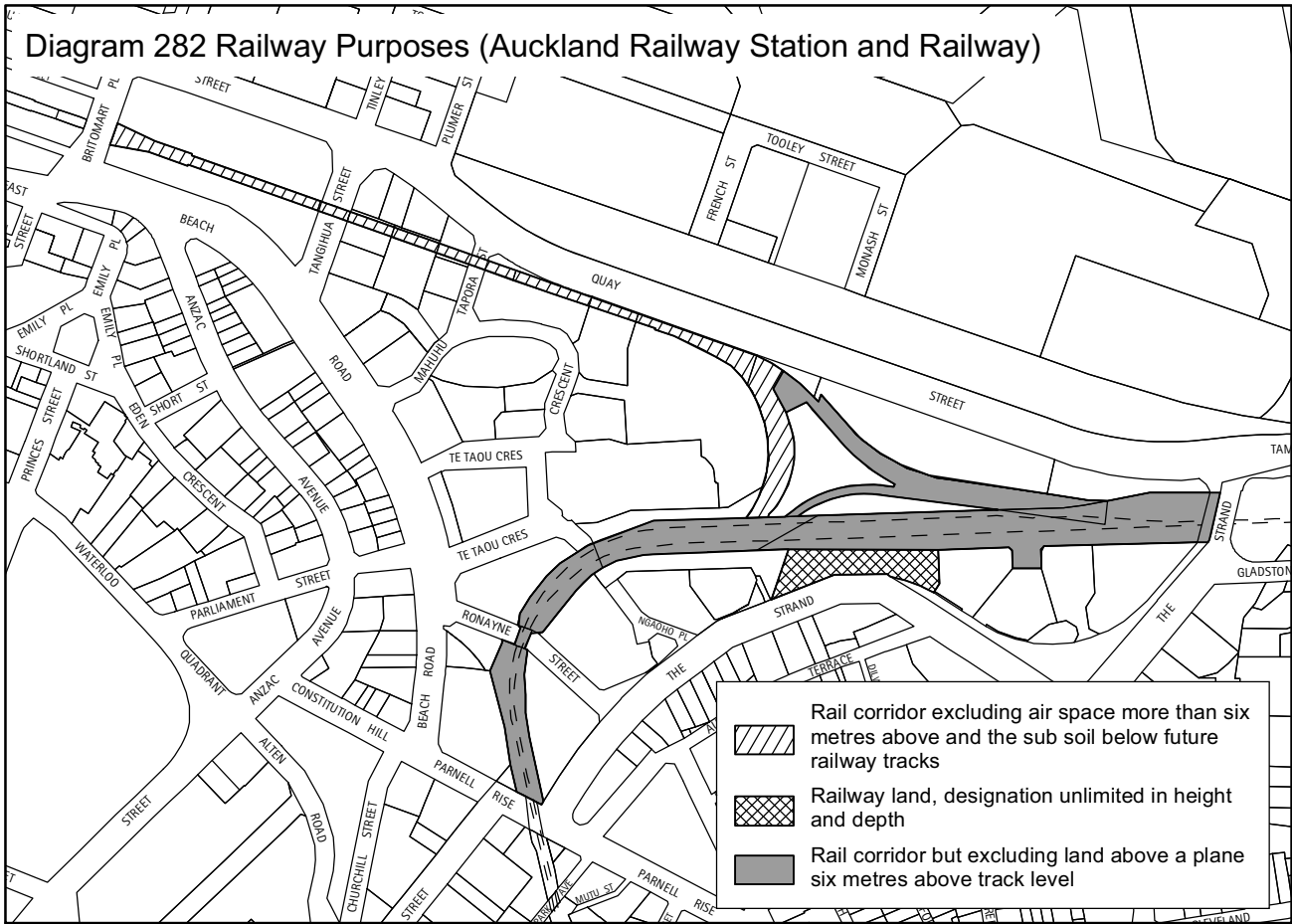


REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
260	Wakefield Street 0087, City (Corner Wakefield Street and Airedale Street - Wakefield Reserve)	English Oak (1)		
261	Wellesley Street East (Road Reserve - Corner Wellesley Street East 0028 - 0036, St James Apartments 2004 and Kitchener Street)	Pin Oak (1)		
262	Wellesley Street East, City (outside City Art Gallery)	Elm (1)		
263	Hobson Street 0132, City (Corner Wellesley Street West - St. Matthews in the City)	Pohutukawa (1)		
264	Whitaker Place 0020, City (Elam School of fine Arts - University)	Pohutukawa (1)		
265	Albert Park	Archaeological Site		
266	Albert, Kingston, Federal Streets	Maori Heritage Site		
267	Anzac Ave, Beach Rd, Emily Place	Maori Heritage Site		
270	Victoria Park, Beaumont Street	Maori Heritage Site		
271	Federal Street & Wolfe Street	Maori Heritage Site		
272	Fanshawe Street/Harding Street	Maori Heritage Site		
273	Hobson/Fanshawe Street	Maori Heritage Site		
274	Albert Street	Maori Heritage Site		
275	Queen Street/Aotea Square	Maori Heritage Site		
276	Shortland Street/Queen Street/Swanson Street	Maori Heritage Site		
277	Stanley Street/Churchill Street/Parnell Rise	Maori Heritage Site		
278	Swanson Street, Hobson Street, Federal Street	Maori Heritage Site		
279	Victoria Street/Halsey Street	Maori Heritage Site		
280	Waterloo Quadrant, Anzac Avenue, Beach Road area	Maori Heritage Site		
281	Symonds Street 0082, City (Corner Whitaker Place and Symonds Street)	English Oak (1)		
282	Railway Purposes (Auckland Railway Station & Railway)	Designation	A4	TNZCL

Development to be in accordance with the following:

- 1) With exception of the temporary station site, the designation (for existing and future corridors) is limited as to airspace at 6 metres above the rail tracks and the future corridor to the Britomart Transport Centre is limited to both airspace and substrata as shown in the Diagram 282
- 2) Development of the temporary station site shall comply with the underlying development controls.





REF NO	ADDRESS	DESCRIPTION	CAT	AUTHORITY
283	Motorway	The designation is to include, and allow for, the control of this State Highway, including planning, design, supervision, construction and maintenance in accordance with the provisions of the Government Roding Powers Act 1989	A4	NZTA

DESIGNATION CONDITIONS:VIC PARK TUNNEL PROJECT

GENERAL

1. General Conditions

- 1.1 Except as modified by the conditions below and subject to final design, the project works shall be undertaken in general accordance with the information provided at the hearing by the Requiring Authority (Transit New Zealand), the Notices of Requirement and the supporting documents, namely:
- 'Harbour Bridge To City Project - Overview, Notices of Requirement and Attachments - Volume 1', prepared for Transit New Zealand by Beca Infrastructure Ltd, dated October 2005;
 - 'Harbour Bridge To City Project - Assessment of Environmental Effects - Volume 2', prepared for Transit New Zealand by Beca Infrastructure Ltd, dated October 2005;
 - 'Harbour Bridge To City Project - Technical Appendices - Volume 3', prepared for Transit New Zealand by Beca Infrastructure Ltd [et al.] dated October 2005;
 - 'Harbour Bridge To City Project -A3 Plans - Volume 4', prepared for Transit New Zealand by Beca Infrastructure Ltd, dated October 2005;
 - Further information provided with the response provided under Section 92 Resource Management Act 1991 (dated 2 February 2006).

Note: *The Harbour Bridge to City project has been renamed the " Vic Park Tunnel Project" (the Project).*

- 1.2 As soon as practicable following completion of construction of the Vic Park Tunnel (VPT) Project, the Requiring Authority shall give notice to the Auckland City Council in accordance with Section 182 of the Resource Management Act ("RMA") for removal of those parts of the existing designations (those in existence prior to the lodgement of the new designation subject to condition 1.1 above) between the Auckland Harbour Bridge and Wellington Street overbridge, being:
- A07-01 'Motorway' and A07-01A 'Motorway': Shelly Beach Priority Lane in the Auckland City District Plan: Isthmus; and
 - 283 'Motorway' in the Auckland City District Plan: Central Area.
- 1.3 As soon as practicable following completion of construction of the Project, the Requiring Authority shall give notice to Auckland City Council in accordance with Section 182 of the RMA for removal of those parts of the designation which are not required for the long term operation, maintenance and mitigation of effects of the State highway. (Note: This condition is specific to land no longer required for construction purposes once the Project is completed.)
- 1.4 A liaison person shall be appointed by the Requiring Authority for the duration of the Project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be reasonably available for on-going consultation on all matters of concern to affected persons.



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

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

2. Project Management Plan ("PMP") and Outline Plans

2.1 The Requiring Authority shall prepare a PMP, which shall include mitigation/management plans as referred to in conditions dealing with specific issues below. A schedule of how the subsidiary plans that are required by these conditions relate back to the PMP follows these conditions as Annexure A.

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

1. The PMP, or such part(s) of the PMP as are relevant to the location(s) are submitted to and approved by the Auckland City Council (Group Manager: City Planning); and
2. Any outline plan(s) required by section 176A of the Resource Management Act 1991 (RMA) in relation to the works in the location(s), have been submitted to the Auckland City Council.

2.3 Where an outline plan or plans are required by section 176A of the RMA for works in any particular location(s) and the Auckland City Council agrees that the PMP or relevant part(s) of the PMP contains adequate details to satisfy section 176 of the RMA, then the PMP or relevant part(s) of the PMP shall be deemed to be a waiver of the requirement for an outline plan in respect of the works in the particular location(s), as provided for in section 176(2)(c) RMA.

2.4 The works shall be undertaken in accordance with the approved PMP and outline plan of works (where required).

3. Other Plans

3.1 The PMP shall include an Environmental Management Plan (EMP) to be provided to the Auckland City Council prior to the commencement of works. The purpose of the Environmental Management Plan is to avoid, remedy or mitigate all adverse environmental effects associated with the construction and operation of the Project. The EMP is to include a Construction Environmental Management Plan (CEMP) and Environmental Monitoring Guidelines (EMG).

3.2 The PMP shall include a Construction Management Plan (CMP) to be provided to Auckland City Council (Group Manager: City Planning) prior to commencement of works. The purpose of the CMP is to avoid, remedy or mitigate any effects of construction, through methods identified in the CMP, including the preparation of management plans. The CMP shall be prepared in consultation with the directly affected parties and parties affected by proximity (including other neighbouring submitters) as shown in Appendix 1 to the decision ([refer to Plan Modification 32](#)).

3.3 The CMP shall include specific details relating to the demolition, construction and management of all works associated with the Project, including the details indicated below:

1. Details of the site or project manager, including their contact details (phone, facsimile (if any), postal address, email address);
2. The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;
3. An outline construction programme of the works indicating in particular likely time periods for partial or complete road closures and anticipated traffic diversion effects;
4. Any means to ensure that no damage occurs to street trees throughout the construction period;
5. Any means of protection of services such as pipes and watermains within the road reserve;
6. Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal/ storage of rubbish, storage and unloading of building materials and similar construction activities;
7. Location of workers' offices and conveniences (e.g. portaloos);



8. Procedures for controlling sediment runoff, dust and the removal of soil, debris and demolition and construction materials from public roads or places, including wheel wash for construction vehicles. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;
9. 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;
10. Procedures for ensuring that blasting events, if any, occur at times least likely to disturb all people in the immediate vicinity of the construction areas, and for reasonable notice or warning of any blasting events to be given;
11. Procedures to be followed to ensure that those working in the vicinity of identified heritage features are aware of the heritage values of these features and the steps which need to be taken to meet the conditions applying to work on the site;
12. Procedures to be followed to ensure that iwi representatives are notified of the proposed commencement of works and of the discovery of any koiwi or other artefacts;
13. Procedures to be followed in the event that any historic artefacts are disturbed, being in accordance with any Authority obtained under the Historic Places Act;
14. Means of ensuring the safety of the general public;
15. Methods for receiving and responding to complaints about construction dust and odour from the works;
16. Protocols for offering mitigation such as temporary relocation of households where noise and other impacts cannot be managed to comply with relevant standards.

NOISE AND VIBRATION

4. Operational Noise

- 4.1 A Noise Management Plan (NMP) shall be prepared by a suitably qualified acoustics expert for the purposes of avoiding, mitigating or remedying any adverse noise effects from the operation of the Project following its construction. The NMP shall be provided to the Auckland City Council (Group Manager: City Planning) prior to the commencement of works.
- 4.2 The NMP shall include:
 1. General measures to achieve, at a minimum, compliance with the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999), including (but not limited to) the following mitigation measures:
 - i. the construction of noise walls (to a maximum of 5 metres in height in the St Mary's Bay area);
 - ii. the use of Open Graded Porous Asphalt "OGPA" or equivalent material to surface the carriageway;
 2. Specific measures for existing dwellings, where these are necessary in addition to the general measures under (a) above to achieve at a minimum, compliance with the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999).
- 4.3 The NMP shall identify the existing dwellings for which specific measures are required in accordance with condition 4.2.2) above. These dwellings are referred to as the 'affected dwelling(s)'.
- 4.4 Not less than three months prior to the completion of construction of the Project, the Requiring Authority shall give written notice to the owner of each affected dwelling:
 1. Advising the options available for mitigation treatment to the affected dwelling and the predicted benefits of implementation of such options in term of noise levels; and
 2. Advising that the owner has six months within which to decide whether or not to accept mitigation treatment to the dwelling.
 3. Once an agreement on mitigation is reached between the Requiring Authority and the owner, the mitigation shall be implemented in an accepted timeframe between the Requiring Authority and the owner.
- 4.5 The Requiring Authority shall advise the Auckland City Council (Group Manager: City Planning) of:



1. All written notices served in accordance with condition 4.4;
 2. Any responses received to those written notices;
 3. Those affected dwellings in respect of which no response has been received.
- 4.6 Where specific measures are required for an affected dwelling, the Requiring Authority shall be deemed to have complied with condition 4.1 where:
1. The Requiring Authority has completed noise mitigation treatment to an affected dwelling; or
 2. The owner of the affected dwelling has refused to accept the Requiring Authority's offer to implement noise mitigation treatment to the dwelling prior to the expiry of six months after the practical completion of the Project; or
 3. The owner of the affected dwelling cannot after reasonable enquiry be found prior to the expiry of six months after the completion of construction of the Project.
- 4.7 Subject to condition 4.6, all noise mitigation measures identified by the NMP shall be implemented prior to the completion of construction of the Project.
- 4.8 As required by the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999), measurements of noise levels existing prior to construction shall be used to establish ambient noise levels. Measurements shall be undertaken by a suitably qualified person and the results of 24 hour ambient noise measurements at a total of six (6) positions within 100 metres of the designation boundary, together with site maps and photographs detailing the measurement positions and key data on measurement conditions shall be forwarded to the Auckland City Council (Group Manager: City Planning) prior to the commencement of construction.
- 4.9 Following completion of the Project, the Requiring Authority shall arrange for an appropriately qualified person to undertake monitoring of the level of traffic noise at the above six (6) sites for which ambient noise level data has been previously recorded, within a period between 2 and 3 years following completion of construction of the Project and shall report the findings of monitoring to the Auckland City Council (Group Manager: City Planning), within one month of the monitoring being undertaken.

5. Operational Vibration

- 5.1 Vibration levels of the existing State Highway 1 operations shall be measured at critical locations nominated by Transit New Zealand, and submitted to the Auckland City Council (Group Manager: City Planning), prior to the commencement of works. These baseline measurements will provide levels for current use and for comparison with future levels.

6. Construction Noise and Vibration

- 6.1 The Construction Management Plan shall be implemented and maintained throughout the entire demolition and construction periods of the Project and shall include the following:

Noise

1. The CMP shall include a Construction Noise and Vibration Management Plan (CNVMP) describing the measures adopted to, as far as practicable, meet the requirements of NZS6803:1999 Acoustics - Construction Noise. The CNVMP shall refer to noise management measures set out in Annexure E of NZS6803:1999, and as a minimum shall address the following:
 - i. 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;
 - iv. The design of noise mitigation measures such as temporary barriers or enclosures;
 - v. Construction noise limits for specific areas;



- vi. Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptable outcomes;
- vii. Methods for monitoring and reporting on construction noise.
- viii. Methods for receiving and responding to complaints about construction noise.

Vibration

- 2. The CNVMP shall also describe measures adopted to, as far as practicable, meet the vibration criteria of the German Standard DIN 4150, and shall address the following aspects:
 - i. Vibration monitoring measures;
 - ii. Criteria;
 - iii. Possible mitigation measures;
 - iv. Complaint response;
 - v. Reporting procedures;
 - vi. Notification and information for the community of the proposed works;
 - vii. Vibration testing of equipment to confirm that the vibration limits will not be exceeded;
 - viii. Location for vibration monitoring when construction activities are adjacent to critical buildings;
 - ix. Operational times;
 - x. Preparation of dilapidation reports on critical dwellings prior to, during and after completion of works.

7. Blasting

- 7.1 If any blasting is required during construction, it shall be so controlled as to ensure that any ground vibration as a result of any blasting will not adversely affect the structural stability of any building or structure including electrical equipment (that is not connected with the site covered by this designation) or cause any reduction in its utility value. Peak particle velocities measured on any foundation or uppermost full storey of any building not related to the site, which do not exceed the limits set out in Table 1 of German Standard DIN 4150 Part 3:1986 'Structural Vibration in Buildings - Effect on Structures', will be deemed to meet these requirements. Peak particle velocity means the maximum particle velocity in any of the three mutually perpendicular directions. The units are millimetre per second (mm/s).
- 7.2 The noise created by the use of explosives for blasting shall not exceed a peak overall sound pressure of 128dB (i.e. peak over pressure of 0.05kPa) or alternatively the noise shall not exceed a peak sound level of 122dBC. The measurement shall be made in either case at 1m from the most exposed window or door of any occupied building (that is not subject to this designation).

CONSTRUCTION TRAFFIC

8. Traffic Management Plan

- 8.1 The Construction Management Plan shall include a Traffic Management Plan (TMP). In developing the TMP:
 - 1. the Requiring Authority shall use advanced traffic modelling tools to better understand the effects of construction of the Project on the affected road network. These tools will be developed and calibrated in conjunction with the Auckland City Council (Group Manager: City Planning) and have the ability to simulate lane restrictions and road closures;
 - 2. the Requiring Authority shall undertake measures to avoid road closures and also the restriction of vehicle and pedestrian movements to the greatest extent practicable. In particular, the measures shall ensure that vehicle and pedestrian accesses in the vicinity of the Victoria Street / Franklin Road intersection are maintained to the greatest extent practicable during the construction period, so as to provide full access for vehicle movements from Franklin Road into Victoria Street and at a minimum left turn access from Victoria Street into Franklin Road.
- 8.2 The TMP shall describe the measures that will be undertaken to achieve, as far as practicable, the following:



1. Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the Project. In particular, the TMP shall describe:
 - i. Traffic management measures to address and maintain, where practicable traffic capacity, including bus services, at traffic peak hours during week days and weekends in Victoria Street, Beaumont Street, Fanshawe Street, Franklin Road, Cook Street, College Hill and Union Street;
 - ii. Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses (including the restriction of right turn movements into Franklin Road);
 - iii. Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (eg intersections/tunnel) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;
 - iv. Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks);
 - v. The numbers, frequencies, routes and timing of construction traffic movements; and
 - vi. Monitoring to measure the impact of traffic, in terms of traffic speeds and volumes on those roads described in 8.2.1(i);
 - vii. Alternative locations to mitigate the temporary loss of off street parking during construction;
 - viii. Traffic management measures to ensure, to the greatest extent practicable, that during the peak trading hours of the Victoria Park New World, namely 4.00pm to 7.00pm on weekdays and 11.00am to 4.00pm on weekends:
 - a. access for vehicle movements from Franklin Road into Victoria Street (and at a minimum left turn access from Victoria Street into Franklin Road) is maintained; and
 - b. access is maintained to the carpark of the Victoria Park New World.
2. Methods to manage the effects of traffic during construction, including the requirement to detour or divert traffic. These methods shall:
 - i. Seek to avoid, remedy or mitigate effects on access to and from residential areas in Franklin Road, Beaumont Street and Victoria Street and the effects of traffic noise at night.
 - ii. Seek to avoid, remedy or mitigate effects on access to and from businesses and other organisations in the area particularly on Franklin Road, Victoria Street and Beaumont Street including the New World supermarket and the Victory Christian Church.
3. Traffic management measures during construction to be developed in consultation with the Auckland Regional Transport Authority (ARTA), Bus and Coach Association and the Auckland City Council to address and maintain, where practicable, traffic capacity at peak hours to provide for passenger transport services on the road network.
4. Consultation with the Auckland City Council (Group Manager: City Planning) with regard to the most appropriate means for providing access on Council roads within and adjacent to the designation.
5. Identification of any existing on-site parking and manoeuvring areas which are affected by the works. Then, as far as practicable, and in consultation with the Auckland City Council (Group Manager: City Planning) and the affected landowners, how the affected areas will be relocated or reinstated to achieve compliance with the Auckland City District Plan: Isthmus Section 1999 or Auckland City District Plan: Central Area Section 2004 or to a similar standard to that existing.
6. Measures to maintain existing vehicle access to the greatest extent practicable or where the existing property access is to be removed or becomes unsafe as a result of the works, to provide alternative access arrangements to an equivalent standard as that removed, as far as practicable, and in consultation with the Auckland City Council (Group Manager: City Planning) and the affected landowner.
7. Details on the maintenance of pedestrian access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable. Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours. This shall include the areas of high pedestrian



traffic of Fanshawe Street, Wellington Street, Franklin Road, Union Street, Cook Street, Victoria Street and Beaumont Street as well as Point Erin, St Mary's Bay and Victoria Park reserve areas.

8. Consistency with Transit New Zealand 'Code of Practice for Temporary Traffic Management' (COPTTM).
 9. Recognition of the need for the Auckland City Council to access and maintain its roading network during the construction phase of the Project.
 10. Recognition of the need to coordinate and to consult directly with the proponents of any major construction occurring concurrently with, and in the vicinity of, the Project during construction.
- 8.3 During construction of the proposed tunnel, Transit shall ensure that all storage and vehicle parking takes place within the boundaries of the designation or in compliance with all parking restrictions and Council bylaws.
 - 8.4 Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times and not on surrounding streets.
 - 8.5 All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation.
 - 8.6 Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, berms, kerbs, vehicle crossings and roads during the site preparation and construction phase of the Project. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the road attributable to any vehicle associated with construction activities shall be repaired to the same or similar standard as existed prior to such damage at no cost to the Auckland City Council.

OPERATIONAL TRAFFIC

9. Traffic management measures that are practicable will be developed by Transit in consultation with ARTA and the Northern Busway partners and implemented, if required, to provide northbound bus priority through the Fanshawe Street / Beaumont Street intersection and the St Mary's Bay section of the motorway corridor.

PUBLIC OPEN SPACE AND AMENITY

10. Trees

- 10.1 The Requiring Authority is to produce a feasibility report, prepared by a qualified arboriculturalist and transplanting specialist, on transplanting the scheduled London Plane Trees in Victoria Park which are affected by the proposed designation and works to a location to be determined in consultation with Auckland City. This feasibility report shall address the likelihood of tree survival, the effects of relocation (temporary or permanent), the timeframes required and their effects on the Project, and the overall benefits/costs. If transplanting one or more of the trees is found to be feasible by the transplanting specialist, and Transit agrees with the estimated cost of transplantation, the transplantation shall be undertaken prior to the commencement of the works in that vicinity. The transplanting shall be accompanied by a maintenance programme approved in advance by the Auckland City Arborist.

- 10.2 The methodology for relocating any such trees shall be approved by the Auckland City Arborist.

- 10.3 In the event that it is not feasible to transplant one or more of the scheduled London plane trees, their removal shall be mitigated by the planting of an appropriate number of London plane trees in Victoria Park with the intent that the ring of trees that delineates the Park is maintained. The Auckland City Arborist is to determine how many replacement trees will be required in the case of each London plane tree so removed. The replacement trees shall be planted within the next available planting season. If the planting positions are not available until after the construction period is complete, the trees shall be grown on in a nursery until required. These trees shall be a minimum of 6m high when planted. Each of the trees shall have a two year maintenance programme approved by the Auckland City Arborist.

The planting locations for the replacement trees shall be addressed as part of the Requiring Authority's landscape mitigation package and shall be approved by the Auckland City Arborist.

- 10.4 The Requiring Authority shall develop a tree mitigation package comprising transplanting or replanting of trees, and planting of new trees.
- 10.5 The removal of any elm trees is to follow MAF (Biosecurity New Zealand) requirements. All plant and machinery used during any such removal must be cleaned before off-site use.



- 10.6 Monitoring of the groundwater conditions is to be undertaken around trees in the vicinity of the tunnel excavation during construction. If, in the opinion of the Auckland City Arborist, groundwater levels decline to a level that may adversely affect tree health, appropriate remedial measures shall be undertaken by the Requiring Authority to the satisfaction of the City Arborist.
- 10.7 Conditions 10.8 to 10.15 apply to trees within the designation area that would be subject to Tree Protection rules under the underlying zoning provisions of the District Plan ("Protected Trees").
- 10.8 Removal, trimming/pruning or works within the drip line of Protected Trees shall be limited to those trees identified in Appendix 2 of the decision (refer to Plan modification 32). A tree may be added to this Appendix with the approval of the Auckland City Arborist.
- 10.9 A suitably experienced, Council approved arborist ('nominated arborist') shall be employed by the Requiring Authority for the duration of the works, at the Requiring Authority's expense, to monitor, supervise and direct all works within the drip line or in the vicinity of those Protected Trees to be retained.
- 10.10 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions of designation that pertain to the retained vegetation are explained by the nominated arborist to all contractors or sub-contractors who will be working on site within the drip-line of, or adjacent to, any protected vegetation that is covered by the designation.
- 10.11 A copy of the conditions of designation pertaining to the Protected Trees shall be held at the main construction site office, on site, at all times.
- 10.12 The following measures shall be taken in respect of the remaining Protected Trees within the designation area:
1. Prior to the commencement of construction activity temporary protective fencing shall be erected around the Protected Trees to be retained, and shall remain in place for the duration of the Project. The purpose of the temporary protective fencing is to provide an area around the retained trees that will facilitate their successful retention during the construction process. The parameters of the enclosure shall be as directed by the nominated arborist.
 2. Except as provided for in conditions below, the area within the temporary protective fencing shall be considered a total exclusion zone. The Requiring Authority and/or its agents shall not:
 - i. Enter into the delineated area without prior consultation and agreement from the nominated arborist;
 - ii. Alter the dimensions of the delineated area without prior consultation and agreement from the nominated arborist;
 - iii. Store diesel, cement, building materials, site huts, spoil, equipment, or machinery within the delineated area;
 - iv. Spill substances likely to be injurious to tree health within seepage distance of the delineated area
 3. The temporary protective fencing shall be constructed with a solid face (e.g. plywood or corrugated iron) and attached to a sturdy framework of freestanding scaffolding or posts. It must be constructed to a minimum height of 1.8m and must remain in place for the duration of the Project.
- 10.13 The nominated arborist shall undertake all necessary trimming and pruning works, including the pruning of tree roots uncovered during excavations. Exposed roots shall be covered and kept moist.
- 10.14 The nominated arborist shall undertake a tree monitoring program throughout the construction phase, including monitoring of:
- a) The condition repair and location of the temporary protective fencing;
 - b) Any excavation within the drip line of Protected Trees;
 - c) General tree health; and
 - d) Compliance with the conditions of designation by way of fortnightly inspections during the construction period. A copy of the monitoring results from each visit shall be sent to the Auckland City Arborist, with one copy being retained on site by the Project Manager, while a further copy is to be retained by the nominated arborist.



10.15 During the construction process the Requiring Authority shall implement, where practicable, any recommendations made by the nominated arborist on the installation of irrigation systems, mulch, or remedial pruning works if they are required to improve tree health.

11. Auckland City Parks and Reserves

11.1 The design of the Victoria Park tunnel shall not preclude undergrounding of the southbound carriageway in the future.

11.2 The design of the Victoria Park tunnel shall not unreasonably preclude surface parks and recreational land uses from locating above it.

11.3 All land owned by the Auckland City Council shall be restored to its pre-construction state, or as otherwise agreed by the Auckland City Council (Manager Property Group) and the Requiring Authority in accordance with the Urban Design and Landscape Mitigation Plan.

11.4 Any structures and associated infrastructure required to be located within Victoria Park to provide emergency access to and egress from the Victoria Park tunnel shall be:

1. Made as unobtrusive as practicably possible, while achieving their necessary functionality;
2. Located in a manner consistent with existing buildings and site features, or otherwise near the periphery of Victoria Park, to the extent practicable;
3. If possible integrated into other Park features or structures;
4. Suitably designed and landscaped to minimise their adverse effects.

11.5 The design and location of any such structures in Victoria Park shall be approved by the Auckland City Council (Group Manager: Community Planning) prior to its construction.

11.6 A site-specific slope stability assessment shall be carried out by a suitably qualified engineer for the southern abutments of the Shelly Beach Road overbridge and Jacob's Ladder Pedestrian Bridge, as well as at any location where Tunnel Project works are within 10m of the St Mary's Bay cliff face. Where a moderate or greater risk of instability is assessed as a result of works on the Project, a slope movement monitoring system shall be installed with site-specific stability criteria and trigger levels. If the slope movement monitoring system observes deformation in excess of specified trigger levels as a result of the Project works, the Auckland City Council (Group Manager: Community Planning) in consultation with Transit New Zealand's nominated contractor shall coordinate the appropriate remedial actions. Where practicable, stabilisation works shall be undertaken in a manner that is sensitive to the natural character and gateway values of this area.

12. Integrated Urban Design and Landscape Mitigation Plan

12.1 The PMP shall include an integrated Urban Design and Landscape Mitigation Plan ("UDLMP") to be provided to the Auckland City Council (Group Manager: Community Planning) prior to or together with the outline plan of works for the Project or relevant Project stage. The UDLMP shall be prepared by a suitably qualified person or persons and shall take into account the following:

1. Transit New Zealand's "Guidelines for Highway Landscaping" (dated September 2002);
2. Transit New Zealand's "Central Motorway Improvements: Urban Design Framework" (dated 6 September 2001); and
3. Transit New Zealand's "Urban Design Implementation Principles" (2006).

12.2 The UDLMP is to be based on the draft "Vic Park Tunnel Urban Design Framework" dated 20 October 2006, prepared for Transit New Zealand by Boffa Miskell Limited, and shall include the following key principles:

1. The importance of the tree-lined St Mary's Bay cliffs as a gateway to Auckland City;
2. The existing landscape values of the area;
3. Treatment of the motorway corridor subject of the notices of requirement in a unified way;
4. The considered and careful use of major structural elements;



5. The design of noise barriers as possible sculptural elements (i.e., well designed, elegant and functional structures) but without detracting from principles 1 and 2 above;
6. Support for a strong pedestrian experience;
7. Recognition of Maori values, associated with the history of settlement and use of the area, including the connection with Watchmans Island (Motu Ngaengae) and the former pa site on Te To headland.

12.3 The UDLMP shall consist of:

1. The Final Urban Design Framework: The Framework shall depict the overall urban design concept, the design intent, layout and mitigation proposals for key components and areas (or sectors) of the Project, and provide a framework for the design, layout, landscape planting and streetscape measures. The Framework will:
 - i. Be determined in consultation with the Auckland City Council (Group Manager: Community Planning) and relevant iwi (by way of a joint working party);
 - ii. Consider further comments that may be obtained from the Auckland City Council Urban Design Panel (which shall be obtained prior to lodgement of the UDLMP with the Auckland City Council (Group Manager: Community Planning)); and
 - iii. Consider further comments from a stakeholder workshop to which affected parties listed in Appendix 1 to the decision ([refer to Plan Modification 32](#)) will be invited.
2. Detailed Design Plans: These plans shall depict landscape and streetscape design elements for the Project, as appropriate, and shall consist of:
 - i. An overall "masterplan" of the Project showing the location and extent of landscape and streetscape improvements and mitigation measures;
 - ii. Where required, detailed concept plans for each sector of the route, including cross-sections and elevations of common and site-specific landscape and streetscape elements.

12.4 Contents of detailed design plans.

1. Streetscape elements to be included in the detailed design plans as described in condition 12.3 (2) shall include:
 - i. Noise attenuation barriers no greater than 5m in height;
 - ii. Road safety barriers;
 - iii. Retaining walls;
 - iv. External appearance and safety consideration (eg stone-throwers) of tunnel portals, the edges of the tunnel portal approaches, and emergency egress;
 - v. The relocated Birdcage (Rob Roy) Hotel and surrounding Franklin Road precinct;
 - vi. Open space in front of the relocated Birdcage Hotel and between the southern tunnel portal and Franklin Road;
 - vii. Replacement of pedestrian and park facilities displaced by the Project;
 - viii. The new pedestrian footbridge and other new pedestrian facilities proposed by the Project, including those within the St Mary's Bay reserve and Victoria Park;
 - ix. Local road reserves affected by the designation, including Franklin Road, Victoria Street, Beaumont Street, and Fanshawe Street;
 - x. The Fanshawe Street/Beaumont Street intersection and the Victoria Street West/Franklin Road/Union Street intersection, including the following elements:
 - Sensitivity to the safety of pedestrians;
 - Improved pedestrian linkages;
 - Consistency with local traffic plans and requirements;



- Landscaping and design consistent with the Urban Design Framework which also recognises the setting and context of the surrounding area including significant cultural and historic features (if any);
- xi. Streetlights and sign gantries;
 - xii. Preservation of the Jacob's Ladder pedestrian route in recognition of that route's historic significance and social value.
2. Landscape elements to be included in the detailed design plans as described in 12.3 (2) shall include the following:
- i. A plan for the St Mary's Bay Reserve from Shelley Beach Road through to Beaumont Street, developed in accordance with the following concepts:
 - The final Urban Design Framework;
 - The recognition of the tree-lined St Mary's Bay cliffs as a gateway to Auckland City;
 - The existing high natural character of the area;
 - The importance of good pedestrian linkages including footpaths, boardwalks and the access to the pedestrian overbridge and Jacob's Ladder;
 - The need for ground contouring and landscaping which avoids surface water ponding, where practicable, and that is sensitive to user amenity and safety and the ability to appreciate existing views, having regard to the effects of any noise barriers that are installed;
 - Replacement and replanting of trees affected by the works and noise barrier.
 - ii. A plan for the western end of Victoria Park, developed in accordance with the following concepts:
 - The Victoria Park Management Plan (2005);
 - The final Urban Design Framework;
 - Recognition of the existing character and design of the Park;
 - The maintenance of a ring of Plane Trees and the location of landscaping features having regard to the amenity of the Park;
 - Public access and use including access ways and recreational activities;
 - Effective and imaginative use of the space directly under the viaduct structure;
 - Minimising the effect of the location and design of any structures and associated infrastructure required for emergency access to or egress from the tunnel;
 - Areas identified for active recreation including re-establishment of existing activities or new activities such as playgrounds etc and associated parking.
 - iii. Specific vegetation removal and modification plans showing all scheduled and non-scheduled trees and significant vegetation to be removed/relocated/modified and the landowner(s) involved;
 - iv. Specific planting plans showing the trees and vegetation to be retained, all new planting, and a detailed plant list and specifications including number, size and species;
 - v. Planting programme - the staging of planting in relation to the construction programme;
 - vi. Detailed specifications relating to (but not limited to) the following:
 - vegetation protection (for desirable vegetation to be retained);
 - weed control and clearance;
 - ground preparation (topsoiling and decompaction to ensure rapid plant establishment and ongoing vigour);
 - mulching;
 - plant supply and planting;



- maintenance regime (requirements and programme);
 - performance standards (for site preparation, plant supply, planting and maintenance).
- 12.5 Where appropriate, landscape mitigation proposals outside of the designation (e.g. Victoria Park, St Mary's Bay reserve, Westhaven Drive and Point Erin) may be agreed by the Requiring Authority with the appropriate landowner and subsequently implemented.
- 12.6 In developing the UDLMP consideration shall also be given to:
1. Other measures that may assist the Auckland City Council to promote safety and security for local residents and open space users;
 2. Other measures to assist the Auckland City Council to promote a positive pedestrian experience within the Project area, including the development of pedestrian links in Freeman's Bay (Napier Street to the Birdcage Hotel), through Victoria Park and the St Mary's Bay reserve;
 3. Cooperating with the Auckland City Council to identify and to provide opportunities to accommodate any stakeholder funded art works;
 4. The requirement that Transit's financial commitment to the urban design process is limited to the mitigation of Project-related effects resulting from within its designation.
- 12.7 The noise barrier along the St Mary's Bay Reserve shall be designed in accordance with the principles of the Urban Design Framework. This design shall take into account the following considerations:
- The provision of acoustic barriers beside the carriageway to achieve, at a minimum, compliance with the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise - State Highway Improvements' (December 1999). Such barriers, where appropriate, shall be transparent.
 - Allowing maximum appreciation by southbound motorists of the gateway effect of the tree-lined cliffs;
 - Allowing good views of the Westhaven Marina and the Waitemata Harbour from properties on the cliffs and also from the adjacent walkway;
 - Making the barrier itself an attractive landscape element;
 - The cost, constructability, and the maintenance requirements of the barrier (including cleaning, removal of graffiti and any advertising posters).
- 12.8 A management and maintenance plan shall be prepared by the requiring authority and implemented for all noise barriers to ensure that, to the extent practicable, the barriers are continually maintained in good condition and free of graffiti and other defacements that may affect the visual amenity of the surrounding areas.
- 12.9 Prior to planting and throughout the ensuing maintenance period, all weed species declared as plant pests in the Auckland region by the ARC (including Total Control/Containment Pests/Surveillance Pests & Research Organisms) shall be controlled and removed from the designated areas by the requiring authority
- 12.10 In areas where shrub mixes are used, planting densities shall ensure low canopy coverage has been attained by the end of the maintenance period, which will run for three years following the completion of the construction works.
- 12.11 Where native plants are used, the composition shall reflect the natural plant associations of the area, and the mixes (where relevant) shall be of suitable richness and diversity to encourage self-sustainability once established. This will require the inclusion of appropriate successional species, including canopy tree species either in the initial planting mix or as enrichment planting.
- 12.12 Where practicable, any planting utilising native plants shall use plants genetically sourced from the ecological district.
- 12.13 Planting areas shall be mulched using suitable weed-free, granular organic mulch. The only exceptions to this shall be where the slopes are too steep to allow for its retention. In such cases a neutral or black coloured biodegradable or photodegradable geotextile is to be used.
- 12.14 The landscaping shall be implemented in accordance with the UDLMP within the first planting season following the completion of the construction works provided that climatic conditions are suitable, otherwise at the first practicable opportunity thereafter, and shall be maintained for the next 3 years thereafter. Should the landscaping be



implemented in stages (depending on construction phases), landscaping may be implemented after the first planting season of each stage.

13. Lighting

- 13.1 Motorway lighting should be designed and screened to minimise the amount of lighting overspill and illumination of residential areas.

AIR QUALITY

14. Dust

- 14.1 The Requiring Authority shall ensure that the Construction Environmental Management Plan developed for the Project contains measures to control dust, generated during the construction process, in order to minimise dust deposition and nuisance beyond the designation boundaries.

Contaminated site/odour

- 14.2 The Requiring Authority shall ensure that the Construction Environmental Management Plan developed for the Project contains appropriate mitigation measures to control offensive odours, generated as a result of the construction process, occurring beyond the designation boundaries.

15. Monitoring and Review

- 15.1 At least 6 months prior to commencement of construction of the project, an air quality monitoring station is to be established at a site comparable with the station located within the car park of the Victory Christian Church during 2005 / 2006.

1. The station will monitor the following parameters for a period of six months prior to construction of the project commencing:
 - i. Fine particulates (PM10) in accordance with the specifications given in the National Environmental Standards, Air Quality;
 - ii. Meteorological measurements of wind speed, wind direction and temperature.
2. The station will monitor the following parameters during construction of the project:
 - i. Dust, measured as Total Suspended Particulates (TSP) using a continuous particulate monitor equivalent to that used to measure fine particulates prior to construction;
 - ii. Meteorological measurements of wind speed, wind direction and temperature.
3. The station will monitor the following parameters for a period of twelve (12) months after completion of construction of the Project:
 - i. Fine particulates (PM10), carbon monoxide (CO) and oxides of nitrogen (NOx) in accordance with the specifications given in the National Environmental Standards, Air Quality;
 - ii. Meteorological measurements of wind speed, wind direction and temperature.
4. Results of the monitoring in summary form, assessed against the National Environmental Standards, Air Quality and the Auckland Regional Council target values, shall be reported quarterly to the Auckland City Council.

- 15.2 Prior to commissioning of the air quality monitoring station, Transit will submit a plan to the Auckland City Council (Group Manager: City Planning) detailing how it will comply with condition 15.1 above.

16. Iwi Matters, Archaeological, Heritage

- 16.1 An Auckland City Council approved and qualified archaeologist and a Kaitiaki monitor approved by Ngati Paoa and Ngati Whatua shall be provided with 7 working days' notice of the commencement of initial earthworks for the Project in relation to each of the tunnel alignment, its approaches, the basement excavation of the Birdcage Hotel and the relocation site for the Hotel in order that they may be present to monitor those activities.



- 16.2 Detailed protocols for the management of archaeological, koiwi and waahi tapu discoveries shall be developed in conjunction with tangata whenua prior to construction.
- 16.3 If any koiwi are exposed during site works the following procedures shall apply:
- a) Immediately after it becomes apparent that koiwi have been exposed, all site works in the immediate vicinity shall cease;
 - b) The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched;
 - c) The Requiring Authority shall notify tangata whenua, the New Zealand Historic Places Trust, the Auckland City Council (Group Manager: City Planning) and, where appropriate, the New Zealand Police as soon as possible so that appropriate action can be taken. Works shall not commence in the immediate vicinity of the koiwi until any approval required has been obtained.
- 16.4 The Requiring Authority shall develop a methodology and monitoring programme for the relocation and restoration of the Birdcage Hotel (formerly the Rob Roy) to be agreed in writing by the Auckland City Council (Group Manager: City Planning) prior to the works commencing and shall:
- a) take into account the Conservation Plan undertaken by Matthews and Matthews Architects, dated January 2003, and in particular, the policies and schedule of significant features; and
 - b) include an inventory of those parts of the Birdcage Hotel (interior and exterior) which are proposed to be: left in place and protected during relocation; removed and reinstated; and those to be removed and not reinstated;
 - c) include a schedule of the planned restoration and reinstatement works for the Birdcage Hotel and surrounds (including the forecourt area) and additions to the building as part of the relocation; and
 - d) include regular liaison and consultation with the Auckland City Council (Group Manager: City Planning) and the New Zealand Historic Places Trust during the relocation phase.
- 16.5 All work concerned with the relocation and restoration of the Birdcage Hotel as approved under Condition 16.4 shall be carried out under the direction of an appropriately qualified architectural conservation specialist, the appointment of whom is to be agreed in advance in writing by the Auckland City Council (Group Manager: City Planning).
- 16.6 Prior to the commencement of construction activities in the vicinity of the Campbell Free Kindergarten, a Condition (Dilapidation) Report on the structure of the Kindergarten building shall be agreed in writing by the Auckland City Council (Manager Property Group) and shall:
- a) be prepared by a suitably qualified building certifier;
 - b) make any necessary recommendations for reinforcing the Kindergarten;
 - c) include a definition of the level of effects to be considered 'significant' pursuant to Condition 16.8; and
 - d) include consultation by the requiring Authority with the New Zealand Historic Places Trust.
- 16.7 Prior to the commencement of construction activities in the vicinity of the Campbell Free Kindergarten, the structure of the Kindergarten building shall be reinforced as per the recommendations of the Condition (Dilapidation) Report of Condition 16.6. This reinforcement work shall be certified by a building certifier familiar with the Condition (Dilapidation) Report and shall be completed, inspected and agreed in writing by the Auckland City Council (Manager Property Group) prior to the Project works commencing.
- 16.8 During construction, the effects of vibration on the Birdcage Hotel, Campbell Free Kindergarten, Auckland Municipal Destructor and Depot (also known as the Victoria Park Market) and the former Auckland Gas Company buildings in Beaumont Street shall be monitored by the Requiring Authority and the results of the monitoring provided to the Auckland City Council (Group Manager: City Planning). Appropriate action shall be undertaken if the effects of vibration are significant, including any reasonable restoration or reconstruction of any heritage elements of the buildings noted above, and in the event of damage or failure as a direct result of the Project works, at the cost of the Requiring Authority and to the written approval of the Auckland City Council.
- 16.9 Prior to the commencement of the Project works, recording of the historical significance of the HMNZS Ngapona, including exterior and interior photographic archival documentation, shall be undertaken and a report prepared. This report is to be completed in consultation with the New Zealand Historic Places Trust and the Auckland City Council.

SERVICES



17. Infrastructure Service Networks

17.1 The Requiring Authority shall liaise with the providers of infrastructure service networks including, but not limited to: water, gas, stormwater, wastewater, power and telecommunications, to develop methodologies and timing for necessary services relocation with the objective of minimising disruption to the operation of these networks during construction of the Project.

18 Union Street Incident Response Centre

Activity in accordance with the application

18.1 The works shall be undertaken in general with the information provided with the Notice of Requirement Alteration to Designation by the Requiring Authority (New Zealand Transport Agency) and the supporting documents, namely:

- a) ‘Auckland Motorway Alliance Union Street Incident Response Centre - Notice of Requirement for and Alteration to a Designation and Assessment of Effects on the Environment’ - prepared by Beca Ltd, dated 20 August 2014;
- b) Further information response provided to request under Section 92 of the Resource Management Act (dated 14 October 2014, 21 October 2014 and 8 December 2014).
- c) Union Street Transportable Building - Site Plan, drawing number 3121399-AR-002, prepared by Beca Ltd date 16 June 2014;
- d) Union Street Response Unit Building - Landscape Plan, reference 3121399 revision D, prepared by Beca Ltd date November 2014;
- e) Planting maintenance plan, reference 3121399, prepared by Beca Ltd date 2 December 2014;

18.2 Any changes to the landscaping or planting maintenance shall be submitted to Auckland Council’s Arborist and Landscape Adviser, Local Sports Parks- Central Area for written approval.

Operational Noise

18.3 All activities on the site shall comply with the levels in Table 1 when measured at the facade of any other property.

Zone which noise effects	
	City Centre zone
7am-10pm	65dB Laeq (15mins) 70dB at 63Hz Leq (15min) 65dB at 125 Hz Leq(15mins)
10pm-7am	55dB Laeq(15mins) 65dB at 63Hz Leq(15mins) 60dB at 125 Hz Leq(15mins) 75dB LAFmax

18.4 All construction and earthworks activities on the subject site shall comply with the New Zealand Standard 6803:1999 for Acoustics - Construction Noise at all times

ADVICE NOTES

1. The Requiring Authority shall obtain all other necessary consents and permits and comply with all relevant Auckland City Council bylaws, and obtain any approvals under the Reserves Act (where required.)
2. The Requiring Authority shall obtain all necessary resource consents and permits in relation to sediment and stormwater discharges from the Auckland Regional Council.
3. Under the Historic Places Act 1993, an Authority to Modify an Archaeological Site is required from the NZ Historic Places Trust before any work takes place on an archaeological site.



4. All archaeological sites are protected under the provisions of the Historic Places Act 1993. It is an offence under that Act to modify, damage or destroy any archaeological site, whether the site is recorded or not. Application must be made to the New Zealand Historic Places Trust Pouhere Taonga for an authority to modify or destroy archaeological site(s).
5. Some of the land is subject to existing designations and the provisions of Section 177 of the Resource Management Act 1991 apply accordingly.

SECTION CONTINUED

Plan modification annotations - key



Indicates where content is affected by proposed plan modification x.
Refer to plan modification folder or website for details.



Indicates where the content is part of plan modification x, which is subject to appeal.

Underlined content to be inserted.

~~Struck through~~ content to be deleted.

