

**C05-08 CONCEPT PLAN -
WESTERN SPRINGS
STADIUM**

PERMITTED ACTIVITIES

- Carparking areas and carparking buildings.
- Concerts (limited to 6 per year, with restrictions on hours of operation).
- Conferences, meetings and receptions.
- Displays, spectacles and events open to members of the public (including retail sales incidental to these activities).
- Artificial lighting.
- Facilities designed to assist in broadcasting sports events
- Facilities designed to cater for visitors to sports events and concerts held at the stadium (limited to toilets, shelters, ticket booths, food and souvenir sales).
- Grandstands, viewing platforms and terraces.
- Motor racing (speedway)
- Sports events.
- Sports practice and training sessions
- Stadium administration with accessory buildings (including storage and servicing of stadium equipment, ticketing facilities and administrative offices).

DISCRETIONARY ACTIVITIES

- Entertainment facilities.
- Open-air fairs and markets
- Restaurants, cafes and other eating places
- Retail premises not exceeding a total gross floor area of 200m² for the whole site.

DEVELOPMENT CONTROLS

1. Building Platform

Building development is limited to the building platform illustrated on the Concept Plan.

2. Maximum Permitted Height

10 m

3. Noise

Motor racing

- a) The maximum noise level (L_{max}) from any vehicle racing at Western Springs shall not exceed

100 dBA measured at the fastest point of the track.

This shall be reduced to 95 dBA by 1 April 1996.

The measurement shall be made 1.2m above the ground and 25m infield from, and at right angles to, the end of the straight with the test vehicle under full power. The test shall be invalidated if the lap time for the test lap is more than 1 (one) second slower than the drivers previous best time.

- b) The noise level from any race or practice of any motor racing event shall not exceed an L10 of 90 dBA when measured from any point 10 metres inside the perimeter wall along Old Mill Road that has a clear view of at least 75% of the track. This level shall reduce to 85 dBA by 1 April 1996.

- c) Motor racing events under the auspices of the Speedway NZ Inc. or similar recognised organisation responsible for speedway racing shall comply with the following conditions -

- i) A maximum of 3 practice sessions may be held between October and November provided that the practice sessions conclude by 9:30 pm.

- ii) A maximum of 20 race meetings may be held that start no earlier than 1 November and conclude by the 15 March of the following year.

- iii) Two midweek race meetings and one midweek practice may be held between 20 December and 31 January. The midweek practice shall conclude by 9:30 pm.

- iv) With the exception of iii) above and rain outs all race meetings shall take place on Saturday nights, or the night prior to a public holiday, excluding any racing on Christmas Eve or Christmas Day.

- v) In the event of the cancellation of any race event, a practice session specified in i) above, or one of the 2 midweek meetings or practice specified in iii) above because of rain, the promoter shall specify to the Council prior to the first practice session the day of the week that the event shall be rescheduled to. The promoter shall give a minimum of two weeks notice to the Council and the rescheduling information should be included in adjusting notices. Copies of the advertising notices be posted at the entrances to the stadium and sent to the Council.

- vi) The promoter shall publicly advertise prior to the first practice session the full program for all practice and race meetings and all alternative days in the event of a rain-out.



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vii) The maximum duration of any event including practice and warm-ups on the track shall not exceed 5 hours and shall not start earlier than 12 noon or (with the exception of Sundays and the practice sessions in i) and iii) above) finish later than 10:30 pm. Practices and race meetings on Sundays shall conclude by 9:30 pm. For the avoidance of doubt, the cumulative duration of practices and racing shall not exceed 5 hours in any one day.

- d) Motor racing events other than those held under the auspices of the Speedway NZ Inc. or similar recognised organisation responsible for speedway racing shall not exceed 5 hours in length and shall not start earlier than 12 noon nor finish later than 9.00 pm. Such events shall be limited to 5 events held between 15 March and 1 November and shall be publicly notified at least 7 days before the event.
- e) The promoter shall prepare and comply with a Noise Management Plan for motor racing at Western Springs which shall set out how motor racing will be managed to ensure that the noise levels specified in (a) and (b) above are implemented, monitored and enforced. The Noise Management Plan shall be submitted to and approved by the Council prior to the commencement of the 1998/99 racing season, and thereafter annually prior to each racing season. Before approving the Noise Management Plan the Council shall consult with directly affected local residents via their representative Community Board(s), the Auckland Zoo, the Museum of Transport and Technology (MOTAT) and the promoter.

The Council shall enforce the noise controls set out in the Concept Plan.

Concerts

- a) Concerts shall be limited to six in any 12 month period.
- b) The cumulative live performance time of any one concert shall not exceed 5 hours in total.
- c) Concerts shall start no earlier than 10.00 am and shall finish no later than 10.30 pm Sunday to Thursday inclusive or 11 pm Fridays and Saturdays. The Council may extend the finishing times of concerts by up to 30 minutes on application.
- d) Concerts (and concert rehearsals) shall not exceed the following measured noise levels over any 5 minute period -
- i) for concerts:

	L01	L10
measured at or within residential boundaries adjacent to the stadium	90 dBA	85 dBA
or measured at the mixing desk	112 dBA	107 dBA

- e) The noise from the public address system during a concert shall not exceed an L01 of 80 dBA or an L10 of 75 dBA.
- f) Testing and balancing of all sound systems including vocal checks by performers shall cumulatively not exceed three hours and shall not commence before 10 am on any day and shall be completed by 7 pm on the day of the concert.

Other activities

- a) The Public Address System - when used for any purpose other than during concerts shall not exceed an Lmax of 80 dBA or an L10 of 72 dBA when measured at or within the residential boundary. The public address system shall not be used before 8 am or after 10:30 pm.
- b) The L10 noise level and maximum level (L max) arising from any activity except motor racing, concerts and crowd noise measured at or within the boundary of any residential zoned property shall not exceed the following limits on all days including public holidays:

Times	dBA Level
8.00 am to 10.30 pm	L10 55dBA
At all other times	L10 40dBA Lmax 75 dBA background which ever is the lower

4. Tree Protection

Trees are protected in terms of Rule [5C.7.3.3C GENERAL TREE PROTECTION](#).

5. Parking

Discretionary activities must be able to comply with the parking requirements of [PART 12 - TRANSPORTATION](#).

6. Artificial Lighting

See Clause [4.6 ARTIFICIAL LIGHTING](#) and relevant [Bylaw](#).

SPECIFIC CONSIDERATIONS



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The dominant activity provided for on the site is the assembly of large numbers of people to participate in or to be spectators at events undertaken in the stadium. These events may be sporting, entertainment or cultural. Certain activities have traditionally occurred on the site, these include "speedway" and concerts. Particular concerns in respect to these activities relate to their impact on the surrounding environment. In particular, the impact of noise on both the surrounding residential properties and the animals of the Auckland Zoo; litter, and increased traffic, with the potential of congesting and disrupting traffic flows along Great North Road and the motorway.

These concerns are compounded by the absence of sufficient area within the stadium itself to accommodate the off-street parking that would be required for the volumes of people likely to be visiting the events. This places pressure on the surrounding streets and facilities particularly during the summer.

The outer fields have been utilised in the past to provide off-street parking for speedway and other events. Stadium management have an agreement with Council to continue to utilise the outer fields for this purpose but this is only possible during summer when the grassed surface can withstand vehicle movements. Off-street parking for concerts and other events is not able to be provided by existing parking areas. Further investigation of parking potential in the area is therefore required.

Noise resulting from amplifying equipment, crowds or activities occurring within the stadium has the potential to cause an adverse impact on the amenity of the surrounding environment. The noise levels that have been set are intended to allow the activities to function within a reasonable level of control and in recognition of the stadium's location in a residential neighbourhood.

Criteria for Assessing Applications for Resource Consent

In addition to the matters contained in Clause 9.7.2.2 **DISCRETIONARY ACTIVITIES IN OPEN SPACE 5 ZONE** the following particular matters are of concern: in respect to space on the site devoted to retail premises, conference, meetings and receptions, restaurants, cafes and other eating places, the scale of the activities and the potential for activities to individually or collectively affect the natural environment, the amenity values of the area and the physical resources of existing business centres.

C05-10 COUNCIL CARPARK, MOTIONS ROAD

Development to be in accordance with the following -

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 168A 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.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C05-11 PROPOSED EXTENSION TO ZOOLOGICAL GARDENS, INCLUDING ANIMAL FORAGE CULTIVATION AND STORAGE FACILITIES, OLD MILL ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirements shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A 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.
2. That a Landscape Management Plan be prepared before any exotic planting occurs to off-set any adverse effects on the Jagers Bush reserve. This landscaping plan to include suitable screening of any buildings on-site from the public view.
3. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.



**C05-27 WASTEWATER PURPOSES,
COMBINED SEWER
OVERFLOW (CSO)
COLLECTOR SEWERS,
MOA RESERVE**

General Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated August 2012 and supporting documents being:
 - (a) Assessment of Effects on the Environment Part A titled *"Combined Sewer Overflow Collector Sewers – Resource Consent Applications and Assessment of Effects on the Environment"* prepared by Watercare / Central Interceptor Team, dated 10 August 2012, reference 60102004.
 - (b) Assessment of Effects on the Environment Part B – Drawing Set, prepared by Watercare / Central Interceptor Team dated August 2012 (all drawings dated 26 July 2012).
 - (c) Assessment of Effects on the Environment Part C: Technical Reports (TR) as listed below:
 - TR A: Traffic Impact Assessment, prepared by Traffic Design Group, dated 7 August 2012;
 - TR B: Noise Impact Assessment, prepared by Marshall Day Acoustics, dated 23 July 2012;
 - TR C: Vibration Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 27993;
 - TR D: Ground Contamination Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 26145.401;
 - TR E: CSO Settlement Study, prepared by Tonkin & Taylor Limited, dated July 2012, reference 21645.32;
 - TR F: Archaeological Assessment, prepared by Clough & Associates Ltd, dated August 2012;
 - TR G: Erosion and Sediment Control Plan, prepared by SKM, dated 5 June 2012;
 - TR H: Arboricultural Assessment, prepared by Arborlab Consultancy Services Limited, dated 30 July 2012, reference 17967.
- (d) Section 92 Response Report to Auckland Council, dated December 2012.
- (e) Section 92 Response Report to Auckland Council, cover letter dated 1 March 2013 including the following attachment:
 - *"Central Interceptor Combined Sewer Overflow Works – Groundwater and surface settlement effects assessment – Technical response to Auckland Council Section 92 queries"*, letter from Tonkin and Taylor Limited, dated 1 March 2013.
2. As soon as practicable following completion of commissioning of the Combined Sewer Overflow Collector Sewers Project and associated works ("the Project"), the Requiring Authority shall, in consultation with the Auckland Council ("the Council"):
 - (a) review the extent of the area designated for the Project;
 - (b) identify any areas of designated land that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the wastewater infrastructure;
 - (c) give notice to the Council in accordance with Section 182 of the Resource Management Act 1991 for the removal of those parts of the designation identified in (b) above which are not required for the long term operation and maintenance of the wastewater infrastructure; and
 - (d) provide as-built plans to the Council.
3. A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by 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 arising from the Project. If a liaison person will not be available for any reason, an alternative contact person shall be nominated to ensure that a Project contact person is available by telephone 24 hours per day seven days per week during the construction phase.
4. The designation shall lapse on the expiry of a period of 15 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 3 months before the expiry of that period, that substantial progress or effort has been made



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towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

Outline Plan of Works

5. Except as provided for in Condition 6, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project in accordance with Section 176A of the RMA.
6. An OPW need not be submitted if the Council has waived the requirement for an OPW in accordance with Section 176A(2)(c) of the RMA.
7. The OPW shall include the following Management Plans:
 - (a) Construction Management Plan (CMP);
 - (b) Traffic Management Plan (TMP);
 - (c) Communications Plan (CP);
 - (d) Construction Noise and Vibration Management Plan (CNVMP); and
 - (e) Cultural and Archaeological Management Plan (CAMP).

Construction

8. The Requiring Authority shall prepare a Construction Management Plan (CMP) for the proposed works. The purpose of the CMP is to set out the detailed management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities. The CMP shall be provided to the Council with the OPW.
9. The CMP required by Condition 8 above shall include specific details relating to the management of all construction activities within the site, including:
 - (a) Details of the site or project manager and the construction liaison person identified in Condition 3, including their contact details (phone, postal address, email address);
 - (b) An outline construction programme;
 - (c) The proposed hours of work;
 - (d) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
 - (e) Location of site infrastructure including site offices, site amenities, contractors yards site access, equipment unloading and storage areas, contractor car parking, and security;

- (f) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads or places adjacent to the work site;
- (g) Procedures for ensuring that residents, road users and businesses in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration and effects of the works;
- (h) Means of providing for the health and safety of the general public;
- (i) Procedures for the management of works which directly affect or are located in close proximity to existing network utility services;
- (j) Procedures for responding to complaints about construction activities;
- (k) Procedures for the refuelling of plant and equipment;
- (l) A Construction Noise and Vibration Management Plan (CNVMP) containing measures to address the management of noise and vibration as identified in Conditions 11 - 21;
- (m) Measures for the protection of and management of trees as identified in Condition 33;
- (n) Measures to address Crime Prevention Through Environmental Design issues within and around the construction site;
- (o) Measures for dealing with archaeological remains as identified in Conditions 34 - 36.

10. The CMP shall be implemented and maintained throughout the entire construction period to manage potential adverse effects arising from construction activities to the greatest practicable extent. The CMP or any specific component of the CMP shall be updated as necessary and provided to the Council in accordance with Condition 8.

Construction Noise and Vibration

11. A Construction Noise and Vibration Management Plan (CNVMP) shall be prepared, either as part of the CMP or as a standalone plan, and shall be prepared by a suitably qualified person. The CNVMP shall be submitted to the Council with the relevant OPW to which it relates.
12. Construction noise shall be measured and assessed in accordance with NZS6803:1999 Acoustics – Construction Noise, and shall comply with the



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following noise limits, unless varied in accordance with Condition 15:

Time and Day	Noise Limits	
	L_{Aeq} dB	L_{Amax} dB
Monday to Saturday 0730 – 1800	70	85
At All Other Times and Public Holidays	45	75

13. Construction works which exceed a level of L_{Aeq} 45dB at the most exposed receiver(s) are restricted to between 0730 to 1800 on weekdays and Saturdays, with no noisy works permitted on Sundays and Public Holidays. The CNVMP shall define which activities will comply with a limit of L_{Aeq} 45dB and can therefore be undertaken outside of these hours in compliance with Condition 29.

14. The CNVMP shall as a minimum, address the following aspects with regard to construction noise:

- (a) a description of noise sources, including machinery, equipment and construction techniques to be used;
- (b) predicted construction noise levels;
- (c) hours of operation, including times and days when noisy construction work and blasting would occur in compliance with Condition 13;
- (d) physical noise mitigation measures, including limiting the use of tonal reverse alarms during night-time works, maintenance of access roads (to ensure they are smooth), acoustic screening around the site, plant selection and maintenance procedures, and site layout;
- (e) construction noise criteria for any specific areas and sensitive receivers such as schools, child care centres, medical or aged care facilities;
- (f) the identification of activities and locations that will require the design of specific noise mitigation measures;
- (g) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed noise management measures and any feedback received from those stakeholders, along with the noise management measures that will be adopted based on this consultation;
- (h) methods for monitoring and reporting on construction noise;

(i) methods for receiving and responding to complaints about construction noise; and

(j) construction operator training procedures.

15. Where a CNVMP predicts that noise levels from a particular activity will or will likely exceed the noise limits set out in Condition 12, or where noise measurements show that compliance is not being achieved, the Requiring Authority shall prepare and submit for the approval of the Council an Activity Specific Noise Management Plan (ASNMP). The ASNMP(s) shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

Activities that exceed the limits in Condition 12 may only be undertaken subject to an approved ASNMP between Monday to Friday (inclusive) and not on Saturdays, Sundays or Public Holidays.

Works subject to the ASNMP(s) shall not commence until approval is received from the Council. If monitoring shows that levels specified in an ASNMP are being exceeded, work generating the exceedance shall stop and not recommence until further mitigation is implemented in accordance with an amended ASNMP approved by the Council.

In addition to the requirements of Condition 14, an ASNMP must:

- (a) Describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 12;
- (b) Describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;
- (c) Provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 12, including the effect of mitigation specified in Condition 14(b) above;
- (d) Provide a set of noise limits that are Activity – Specific;
- (e) Describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and
- (f) Describe any additional noise mitigation measures that may be implemented to maintain compliance with Activity Specific noise limits.

16. The CNVMP shall also describe measures adopted to meet the requirements of German Standard DIN4150-3:1999 and, as a minimum, address the following aspects with regard to construction vibration:



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- (a) vibration sources, including machinery, equipment and construction techniques to be used;
 - (b) preparation of building condition reports on 'at risk' buildings prior to, during and after completion of works, where for the purposes of this condition an 'at risk' building is one at which the levels in the German Standard DIN4150-3: 1999 are likely to be approached or exceeded.
 - (c) use of building condition surveys to determine the sensitivity of the building(s) on the adjacent sites to ground movement in terms of the Line 1-3 criteria of the DIN standard;
 - (d) provision for the determination of buildings that require post-condition surveys to be undertaken following commencement of blasting or piling;
 - (e) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry), along with details of consultation undertaken with the landowners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;
 - (f) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be adopted based on this consultation;
 - (g) methods for monitoring and reporting on construction vibration, including specification of continuous monitoring for receivers and activities where the levels in the German Standard DIN4150-3: 1999 are likely to be approached or exceeded or described as subject to moderate or greater risk in Table 9.1 of the report entitled *Central Interceptor Project – Vibration Assessment for Combined Sewer Overflows* Tonkin & Taylor Limited (July 2012); and
 - (h) methods for receiving and responding to complaints about construction vibration.
17. Air overpressure levels from blasting shall comply with the following limits, measured and assessed in accordance with AS2187.2-2006 Explosives – Storage and Use Part 2: Use of Explosives:
- (a) For buildings that are not occupied for any blast event, the air overpressure limit shall be 133 dBZ Lpeak unless agreement is reached in writing with the owner(s) (in conjunction with a building pre-condition survey) that a higher limit may apply; and

- (b) For buildings that are occupied for any blast event, and where there are less than 20 blast events to be undertaken on the site over the entire project, the air overpressure limit shall be 128 dBZ Lpeak; and
- (c) For buildings that are occupied for any blast event, and where there are more than 20 blast events to be undertaken on the site over the entire project, the air overpressure limit shall be 120 dBZ Lpeak.

Note: A blast event may comprise the detonation of one or more charges in a period not exceeding three seconds.

18. The Guideline vibration limits set out in DIN 4150-3:1999 must be complied with for all blast events and all construction activities at all buildings and infrastructure not owned by the Requiring Authority unless varied in accordance with Condition 19.
19. The Guideline vibration limits set out in DIN4150-3:1999 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:
- (a) that the receiving building(s) are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s) by a suitably experienced and qualified structural engineer and a full pre-condition survey; and
 - (b) that the Requiring Authority has obtained the written agreement of the building owner(s), that a higher limit may be applied.
20. Construction works undertaken between the hours of 10pm and 7am shall at times comply with a vibration velocity limit of 0.3mms⁻¹ when measured at any part of the floor of any bedroom or habitable room of a residential dwelling. Vibration measurements to determine compliance with this limit are only required to be undertaken where a complaint is received by an occupant of any dwelling.
21. The CNVMP shall be implemented and maintained throughout the entire construction period. The CNVMP shall be updated when necessary and any updated CNVMP shall be submitted to the Council in accordance with Condition 8.

Operational Noise

22. The noise arising from any operational activities undertaken on the designated land shall not exceed the applicable noise limits set out in the Auckland Council District Plan (Auckland City Isthmus Section) or any new proposed or operative plan that has effect at the time of the works.



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Traffic Management

23. A detailed Traffic Management Plan (TMP) shall be prepared for the Project, by a suitably qualified person.
24. The TMP shall describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the Project. In particular, the TMP shall describe:
 - (a) Traffic management measures to maintain traffic capacity or minimise the impact on traffic capacity during weekdays and weekends;
 - (b) Methods to manage the effects of the delivery of construction material, plant and machinery;
 - (c) Measures to maintain existing vehicle access to property where practicable, or to provide alternative access arrangements;
 - (d) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;and, where relevant:
 - (e) 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;
 - (f) Measures to manage any potential effects on children at / around education facilities;
 - (g) Measures to manage any potential construction traffic related effects on pedestrians and/or traffic associated with large-scale events in parks and reserves;
 - (h) Any proposed monitoring to measure the impact of the works on traffic and the impact of the traffic management measures. If safety or operational issues are evident, measures to be implemented to address these issues;
 - (i) Measures to manage the proposed access to the site should access be unable to cater for two way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road; and
 - (j) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This will include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand

should it be found that there is insufficient on-street parking to meet this demand.

25. The TMP shall be consistent with the New Zealand Transport Agency *Code of Practice for Temporary Traffic Management* that applies at the time of construction.
26. Any damage in the road corridor directly caused by heavy vehicles entering or exiting the construction site shall be repaired as soon as practicable or within a timeframe agreed with Auckland Transport.
27. Access from Kanuka Street shall be permitted only in the case that access from Moa Road is not practicable. Should this be the case, the Requiring Authority shall provide the Council with the reasons for the required use of Kanuka Street. The Kanuka Street access will only operate as a left in, left out access to help ensure safe movements around the roundabout. Prior to the use of the Kanuka Street access the Requiring Authority shall confirm that there is sufficient road width and/or parking restrictions to accommodate heavy vehicle movements to and from the access.

Pedestrian Management

28. Where construction works impact on existing pedestrian or cycle ways, alternative access shall be provided. Any temporary accessways shall be designed as far as practicable in accordance with Crime Prevention Through Environmental Design principles and provide appropriate lighting and signage where necessary.

Construction Hours

29. Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 31 below.
 - (a) Microtunnelling and trenching activities – this work shall generally occur during normal working hours, 7 am to 6 pm, Monday to Friday and 8 am to 6 pm Saturday, except that, the Requiring Authority may undertake microtunnelling works 24 hours a day 7 days a week (or alternative extended hours) to meet construction demands, provided that construction work can be managed to meet construction traffic, noise and vibration conditions of this designation.
 - (b) General site activities – 7 am to 6 pm, Monday to Friday, 8 am to 6 pm Saturday.
 - (c) Truck movements – 7 am to 6 pm, Monday to Friday, 8 am to 6 pm Saturday, except as identified in Condition 30.
30. Truck movements are restricted from entering and exiting the site in proximity to schools and colleges



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between 8:15am and 9:15am and 2:45pm and 3:15pm Monday to Friday during school and college term times.

31. Purposes for which work may occur outside of the specified days or hours are:

- (a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
- (b) where work is specifically required to be planned to be carried out at certain times e.g. to tie into the existing network during periods of low flow.
- (c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
- (d) in cases of emergency;
- (e) for securing of the site or removing a traffic hazard; and/or
- (f) for any other reason specified in the CMP or TMP.

Where any work is undertaken pursuant to paragraphs (a) – (f), the Consent Holder shall, within five working days of the commencement of such work, provide a report to Council detailing how the work was authorised under those paragraphs.

Community Information and Liaison

32. The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project, and submit the plan in accordance with Condition 8, setting out:

- (a) the method(s) of consultation and liaison with key stakeholders and the owners/occupiers of neighbouring properties regarding the likely timing, duration and effects of works.
- (b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise; and
- (c) full contact details for the person appointed to manage the public information system and be the point of contact for related enquiries.

Tree Management

33. The Requiring Authority shall provide details in the CMP as to how the potential impacts of construction on trees and vegetation will be managed. The following matters shall be included:

- (a) Identification of trees to be protected, pruned, removed, or transplanted and procedures for marking these out on site.

- (b) Procedures for identifying and protecting significant trees to be retained where works occur in the dripline of such trees as identified by a suitably qualified person.

Archaeology and Heritage

34. A Cultural and Archaeological Management Plan ("CAMP") shall be prepared for the Project in consultation with tangata whenua (as listed in the report referenced in Condition 1(a)) and Auckland Council. The purpose of the CAMP is to identify areas of potential cultural and archaeological significance and to establish methods, such as further archaeological investigation prior to works or monitoring by tangata whenua during works, at sites having potential archaeological and cultural significance. The CAMP shall also include the Accidental Discovery Protocol required by Condition 35.

35. Detailed protocols for the management of archaeological and waahi tapu discoveries shall be developed by the Requiring Authority in consultation with tangata whenua, the New Zealand Historic Places Trust, and Auckland Council prior to construction. These detailed protocols shall confirm the names and contact details for tangata whenua, the New Zealand Historic Places Trust and the Council to be contacted in accordance with Condition 36.

36. If any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

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

Site Reinstatement

37. Prior to commencement of works on the designated land, the Requiring Authority shall prepare a Reinstatement Plan for the site, in consultation with the landowner. The plan shall include:



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- (a) any existing structures or features on the site to be protected during works or reinstated on completion of works;
 - (b) the location and design of permanent wastewater infrastructure to remain at the site including the design of lid structures and chamber covers;
 - (c) the location and design of permanent access to the wastewater infrastructure. As far as practicable, permanent all-weather access for heavy vehicles shall minimise areas of new impermeable surfaces. In open space areas, the use of grass cell, or similar, shall be preferred;
 - (d) details of proposed landscaping and planting, including implementation and maintenance programmes;
 - (e) details of the restoration of park infrastructure to at least the same standards and specifications as existing at the time of the works; and
 - (f) reinstatement of all pedestrian linkages and walkways affected by construction.
38. The Reinstatement Plan shall be designed to integrate as far as practicable with relevant park development and management plans of the Council, the Auckland Design Manual - Parkland Design Guidelines (Draft 2013) or final approved or updated version of these guidelines, and designed in accordance with Crime Prevention Through Environmental Design principles.
39. When contractors' yards or other temporary works areas are no longer required for any construction or operational purpose, site works, including site offices, storage and equipment sheds, fencing and hard stand areas shall be removed and the area reinstated in accordance with Conditions 37 and 38.

C06-04 GREY LYNN PRIMARY SCHOOL, SURREY CRESCENT

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.
4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C06-08 COUNCIL CARPARK, 751 GREAT NORTH ROAD

Development to be in accordance with the following -



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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 168A 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.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C06-25	WEST LYNN CHARACTER OVERLAY
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(Refer to diagram C06-25)

C06-26	GREY LYNN CHARACTER OVERLAY
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(Refer to diagram C06-26)







**C06-31 WASTEWATER PURPOSES,
CENTRAL INTERCEPTOR,
MAIN WORKS**

1.0 General Conditions

1.1 Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the evidence provided at the hearing, the information provided by the Requiring Authority in Notices of Requirement 1 and 2 dated August 2012, and supporting documents being:

(a) Part A: Assessment of Effects on the Environment, titled "*Central Interceptor Main Project Works – Resource Consent Applications and Assessment of Effects on the Environment*" prepared by Watercare/Central Interceptor Team, dated 10 August 2012, reference 60102004.

(b) Part B: Site Specific Assessments, titled "*Central Interceptor Main Project Works – Assessment of Effects on the Environment*", prepared by Watercare/Central Interceptor Team and dated August 2012, excluding Mt Albert War Memorial Reserve (AS1).

(c) Part C – Drawing Set, prepared by Watercare/Central Interceptor Team dated August 2012 (all drawings dated 26 July 2012), except as amended by the plans provided in the Hearing Drawing Set (provided on 12 July 2013) and the further plan SK 1500 Rev B provided to the Council on 23 July 2013 regarding the proposed access to the May Road site, but excluding:

- Mt Albert War Memorial Reserve (AS1) - Permanent Works Plan AEE-MAIN-2.1 Rev C; and
- Mt Albert War Memorial Reserve (AS1) - Construction Works Plan AEE-MAIN-2.2 Rev C.

(d) Part D: Technical Reports (TR) as detailed below, and additional information:

- TR A: Assessment of Landscape and Visual Effects, prepared by Boffa Miskell Limited, dated 26 July 2012;
- TR B: Arboricultural Assessment Report, prepared by Arborlab Consultancy Services Limited, dated 18 July 2012;
- TR C: Assessment of Ecological Effects, prepared by Boffa Miskell Limited, dated 24 July 2012;
- TR D: Archaeological Assessment, prepared by Clough & Associates Ltd, dated July 2012;

- TR E: Traffic Impact Assessment, prepared by Traffic Design Group, dated 24 July 2012;
- TR F: Noise Impact Assessment, prepared by Marshall Day Acoustics, dated 23 July 2012;
- TR G: Vibration Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 27993;
- TR H: Odour Assessment, prepared by Beca Infrastructure Ltd, dated 30 July 2012;
- TR I: Ground Contamination Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 26145.400;
- TR J: Effects of Tunnels on Groundwater and Surface Settlement, prepared by Tonkin & Taylor Limited, dated July 2012, reference 21645.300;
- TR K: Erosion and Sediment Control Plans, prepared by Watercare Services Limited, dated 8 August 2012, and including plans MAIN-ESCP-1.0 to 1.2, MAIN-ESCP-3.1 to 9A.1, and MAIN-ESCP 10.1 to 19.1, except where those individual plans have been superseded by the revision included in the Section 92 Response Report dated December 2012.

(e) The Section 92 Response Report to Auckland Council, dated December 2012 and March 2013, including the following:

- Part A: Introduction and Background
- Part B: AEE Report Questions Response, and Specialist Reports and information as follows:
 - Property Instruments;
 - Draft Construction Discharge Management Plan, dated 12 December 2012 (except that the most current revision of this plan should be referred to, being the updated version of 22 May 2013 included in the Section 92 Response Report to Auckland Council dated May 2013);
 - Archaeological response (Clough & Associates), dated 26 November 2012;
 - Contamination response (Tonkin & Taylor), dated 12 December 2012;
 - Transportation response (Traffic Design Group), dated 12 December 2012;
 - Acoustic response (Marshall Day Acoustics), dated 29 November 2012;
 - Vibration response (Tonkin & Taylor), dated 12 December 2012; and
 - Trenching Drawings.
- Groundwater and Surface Settlement Effects Assessment (Tonkin & Taylor), dated 1 March 2013

(f) Part 1 of the second Section 92 Response Report to Auckland Council dated May 2013, including the following:



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- Watercare response report (Parts A and B) dated 13 May 2013;
- Mt Albert War Memorial Reserve Updated Drawings (AEE-MAIN-2.1A and AEE-MAIN-2.2A);
- Traffic response (Traffic Design Group), dated 6 May 2013;
- Vibration response (Tonkin & Taylor), dated 10 May 2013;
- Noise response (Marshall Day), dated 13 May 2013;
- Soil Conditioner Data Sheets;
- Mt Albert War Memorial Reserve Car Park – Erosion and Sediment Control Plan, dated 23 April 2013, Revision A;
- Mt Albert War Memorial Reserve Car Park – Contamination response (Tonkin & Taylor), dated 2 May 2013; and
- Mt Albert War Memorial Reserve Car Park - Groundwater and Settlement response (Tonkin & Taylor), dated 3 May 2013.

(g) Part 2 of the second Section 92 Response Report to Auckland Council, being a letter from Watercare dated 27 May 2013 and including the following attachments:

- Attachment 1 - Amended Construction Discharges Condition (except that the final version of this condition should be referred to, as set out in the granted resource consents 40834 and 40835);
- Attachment 2 - Updated Construction Discharges Management Plan, dated 22 May 2013, and Draft Chemical Treatment Management Plan, dated May 2013;
- Attachment 3 - Watercare Incident Response Procedures;
- Attachment 4 - Roma Road Access Drawing, Drawing Number SK_1300 Issue 1;
- Attachment 5 - Alternative Sites Comparisons;
- Attachment 6 - Consultation Update;
- Attachment 7 - Lyon Avenue Updated Drawings;
- Attachment 9 - Haverstock Road Updated Drawings;
- Attachment 10 - Updated Drawing Index;
- Attachment 11 - *Information on Mangere WWTP and the Manukau Harbour.*

(h) Letter from Watercare dated 23 July 2013 and including the following attachment:

- Central Interceptor General - Proposed Access May Road (WS2) SK 1500 Rev B.

(i) The further Section 41C information requested and dated 20 September 2013, including:

- Supporting Information A – Drawings of proposed Lyon Avenue site and Mount Albert Grammar School Alternatives;
- Supporting Information B – Memorandum from AECOM New Zealand Limited titled “CI – S41C Response – Technical Considerations Lyon Ave MAGS Alternative”;
- Supporting Information C – Memorandum from Arborlab Consultancy Services Limited titled “Arboricultural Memorandum – St Lukes”;
- Supporting Information D – Letter from Traffic Design Group Limited titled “Central Interceptor Project – Lyon Avenue Site (AS2): Access Options”;
- Supporting Information E – Correspondence from Ministry of Education;
- Supporting Information F – Memorandum from Marshall Day Acoustics Limited titled “Lyon Avenue site options assessment”;
- Supporting Information G – Memorandum from Tonkin and Taylor Limited titled “Central Interceptor Project – Technical report on settlement for site AS2 – S41C Direction”;
- Supporting Information H – “Central Interceptor Main Project Works – Comparative assessment of proposed Lyon Avenue site and MAGS Alternative Sites”;
- Supporting Information I – Amended Drawing of Proposed Keith Hay Park Site.

(j) The diagram titled “Foodstuffs Pre-Condition Survey Recommendation” dated 11 August 2014 and submitted to the Environment Court on 22 September 2014.

1.2 Except as modified by the conditions below and subject to final design, the works at the Mt Albert War Memorial Reserve – Car Park Site shall be undertaken in general accordance with the information provided by the Requiring Authority in Notice of Requirement 3 *Central Interceptor Main Project Works* dated March 2013 and supporting documents set out below, and as amended by Section 92 responses set out at Condition 1.1 above:

(a) Assessment of Effects on the Environment, titled “*Central Interceptor Main Project Works – Assessment of Effects on the Environment - Mt Albert War Memorial Reserve – Car Park Site*” prepared by Watercare/Central Interceptor Team, dated 8 March 2013, reference 60102004;

(b) Appendix A: Drawings:

- (i) Mt Albert War Memorial Reserve Car Park (AS1) - Permanent Works Plan AEE-MAIN-2.1A Rev D



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(ii) Mt Albert War Memorial Reserve Car Park (AS1) - Construction Works Plan AEE-MAIN-2.2A Rev E

- (c) Appendix D: Noise Impact Assessment prepared by Marshall Day Acoustics, dated 6 March 2013;
- (d) Appendix E: Traffic Impact Assessment prepared by Traffic Design Group, dated 8 March 2013; and
- (e) Appendix F: Vibration Assessment prepared by Tonkin & Taylor, dated 8 March 2013.

Note: All documents listed in clauses 1.1 and 1.2 are held by Council on the plan modification 332 file.

1.3 As soon as practicable following completion of commissioning of the Project, the Requiring Authority shall, in consultation with the Council:

- (a) review the extent of the area designated for the Project;
- (b) identify any areas of designated land that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the wastewater interceptor and associated structures and activities;
- (c) identify any areas of the designation within road reserve that are no longer necessary as the completed infrastructure is otherwise provided for and adequately protected by provisions of the Local Government (Auckland Council) Act 2009 and Utilities Access Act 2010;
- (d) give notice to the Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) and (c) above, which are not required for the long term operation and maintenance of the Project; and
- (e) provide as-built plans to the Council's Team Leader, Compliance and Monitoring, Resource Consents.

1.4 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by 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 arising from the Project. If a liaison person will not be available for any reason, an alternative contact person shall be nominated to ensure that a Project contact person is available by telephone 24 hours per day seven days per week during the construction phase.

1.5 The designation shall lapse on the expiry of a period of 10 years after the date on which the last of any appeals on all consents and notices of requirement associated with the Central Interceptor main project works is withdrawn or determined, or, if no appeals are lodged, the date on which the notices of requirement are included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:

- (a) it has been given effect before the end of that period; or
- (b) the Council determines, on an application made within 3 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.

1.6 Except as provided for in Condition 1.7 below, the Requiring Authority shall submit an Outline Plan of Works (OPW) for the Project or for each Project stage in accordance with section 176A of the RMA.

Note: "Project stage" means a separable part of the Project, e.g. by Contract area or by geographical extent and may include one or more designated sites enabling the preparation of site-specific plans for each of the designated surface construction sites.

1.7 An OPW need not be submitted if the Council has waived the requirement for an OPW in accordance with section 176A(2)(c) of the RMA.

1.8 The OPW shall include the following Management Plans for the relevant stage(s) of the Project:

- (a) Construction Management Plan (CMP);
- (b) Site Specific Traffic Management Plan;
- (c) Communications Plan;
- (d) Site Specific Construction Noise and Vibration Management Plan (CNVMP); and
- (e) Cultural and Archaeological Management Plan (CAMP).

1.9 The Reinstatement Plans and Open Space Restoration Plans required under Conditions 13.1 and 13.2 shall be submitted as part of the above OPW or separately as part of a later OPW for the relevant stage(s).

1.10 The OPW shall include architectural plans for any proposed new permanent buildings (including air treatment facilities) at the following locations:

- (i) Western Springs Park;
- (ii) Pump Station 25;
- (iii) Pump Station 23.



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(iv) Kiwi Esplanade. *Refer to Manukau District Plan 2002.*

The architectural designs for the buildings shall take into account the following matters:

- (a) The extent to which the buildings are appropriate to their context and minimise potential adverse effects on the amenity of the surroundings (including neighbouring properties);
 - (b) The use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
 - (c) The extent to which the buildings are visually recessive through use of appropriate colours, textures and modulation;
 - (d) The extent to which buildings are designed to achieve appropriate visual amenity and scale with their surroundings through such aspects as modulation of building form, articulation of building components, and use of architectural detail; and
 - (e) The extent to which any planting visually anchors the building and enhances amenity and/or natural values of the surroundings.
- 1.11 The OPW shall include design plans for any other permanent at grade and above ground structures. The design of any permanent at grade and above ground structures shall take into account the following matters:
- (a) the location, landscape setting and adjoining land uses;
 - (b) the layout, architectural form and detail, and the use of a consistent and appropriate palette of materials, to ensure these elements are visually recessive;
 - (c) the configuration of multiple surface elements to minimise their prominence and visual clutter;
 - (d) the use of materials which are sufficiently robust and minimise the potential for graffiti and vandalism;
 - (e) landscaping to integrate with the Site Reinstatement Plans and Open Space Restoration Plans required in Condition 13.1 and Condition 13.3(e);
 - (f) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles.

1A Site specific conditions for the May Road primary construction site

1A.1 Notwithstanding any other condition of this designation that may apply to the May Road site, the following conditions are specific to the May Road site. In the event that there is a conflict with another condition of this designation, the more onerous standard shall apply.

Construction management

1A.2A site specific CMP shall be prepared for the May Road site, in accordance with Conditions 2.1 – 2.3, in consultation with Foodstuffs and other potentially affected adjacent landowners. In addition to the matters listed in Condition 2.2, the site specific CMP for the May Road site shall include procedures for ensuring that residents, road users and businesses in the immediate vicinity of construction areas are given 5 working days prior notice of the commencement of construction activities, including any particularly noisy works, and are informed about the expected duration and effects of the works.

1A.3 The CMP for the May Road site must be submitted to the Council's Manager prior to the commencement of construction activities at the May Road site.

1A.4 The CMPs and associated management plans for the May Road site shall be prepared in a manner which sets out the specific design and construction methods at the May Road site; acknowledges the unique site characteristics, adjacent land use and sensitivity of surrounding neighbours at the May Road site; and allows Foodstuffs and other potentially affected adjacent landowners to be involved in the development of the measures to be taken at the May Road site to avoid, remedy or mitigate adverse effects on the environment.

Construction noise and vibration

1A.5A CNVMP shall be prepared for the May Road site, in accordance with Conditions 3.1 - 3.11.

1A.6 Any Activity Specific Construction Noise Management Plan ("ASCNMP") for the May Road site shall be endorsed with the written consent of Foodstuffs and any other adjacent landowners affected by the exceedance, and shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

1A.7 In accordance with Conditions 3.8 to 3.10, the Guideline vibration limits set out in DIN 4150-3: 1999 must not be exceeded, except where the Requiring Authority can demonstrate to the satisfaction of the Council:

- (a) that the receiving building(s) at the Foodstuffs site and any other potentially affected buildings(s) are capable of withstanding higher levels of vibration



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and what the new vibration limit is. The investigation required to demonstrate this must include an assessment of the building(s) by a suitably experienced and qualified structural engineer and a full pre-condition survey; and

- (b) that the Requiring Authority has obtained the written agreement of the building owner(s), that a higher limit may be applied.

2.0 Construction Management

2.1 The Requiring Authority shall prepare Construction Management Plans (CMP) for each of the relevant Project stages. The purpose of the CMP(s) is to set out the detailed management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities and to achieve compliance with the specific conditions of this designation that relate to the matters referred to items (c) to (p) of Condition 2.2 below. The CMP(s) shall be submitted to the Council with the relevant OPW for the stage to which they relate.

2.2 The CMP(s) required by Condition 2.1 above shall include specific details relating to the management of all construction activities associated with the relevant Project stage, including:

- (a) Details of the site or project manager and the construction liaison person identified in Condition 1.4, including their contact details (phone, postal address, email address);
- (b) An outline construction programme;
- (c) The proposed hours of work;
- (d) Measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;
- (e) Location of site infrastructure including site offices, site amenities, contractors yards site access, equipment unloading and storage areas, contractor car parking, and security;
- (f) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads and / or other places adjacent to the work site;
- (g) Procedures for ensuring that residents, road users and businesses in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration and effects of the works;

- (h) Means of providing for the health and safety of the general public and for pedestrian management as required by Conditions 6.1 – 6.3;
- (i) Procedures for the management of works which directly affect or are located in close proximity to existing network utility services;
- (j) Procedures for responding to complaints about construction activities;
- (k) Procedures for the refuelling of plant and equipment;
- (l) A Construction Noise and Vibration Management Plan (CNVMP) for each site containing measures to address the management of noise and vibration as identified in Condition 3.1;
- (m) Measures for the protection and management of trees as identified in Conditions 10.1 and 10.2;
- (n) Measures to be implemented to avoid, remedy or mitigate effects on and from the high voltage electricity transmission network, including:
 - procedures detailing how the proposed works will be carried out in accordance with NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances;
 - procedures to manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear, to the overhead transmission lines;
 - procedures to ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause damage to the overhead transmission lines, including supporting structures;

These procedures to be developed in consultation with Transpower NZ Limited;

- (o) Measures to address CPTED issues within and around the construction site; and
- (p) Kiwi Esplanade. *Refer to Manukau District Plan 2002.*

2.3 The CMP shall be implemented and maintained throughout the entire construction period for the Project or relevant Project stage to manage potential adverse effects arising from construction activities. The CMP or any specific component of the CMP shall be updated as necessary and provided to the Council in accordance with 2.1.



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3.0 Construction Noise and Vibration

3.1 A Construction Noise and Vibration Management Plan (CNVMP) either as part of the CMP, or as a standalone plan, shall be prepared for each site by a suitably qualified person, and shall be submitted to the Council with the OPW to which it relates.

3.2 Construction noise shall be measured and assessed in accordance with NZS6803:1999 *Acoustics – Construction Noise*, and shall comply with the following noise limits, unless varied in accordance with Condition 3.5:

Time and Day	Noise Limits	
	L _{Aeq} dB	L _{Amax} dB
Monday to Saturday 0730 – 1800	70	85
At All Other Times and Public Holidays	45	75

3.3 Construction works which exceed a level of L_{Aeq} 45dB at the most exposed receiver(s) are restricted to between 0730 to 1800 on weekdays and Saturdays, with no noisy works permitted on Sundays and Public Holidays. Each CNVMP shall define which activities will comply with a limit of L_{Aeq} 45dB and can therefore be undertaken outside of these hours in compliance with Condition 8.1.

3.4 Each CNVMP shall, in demonstrating compliance with Condition 3.2, as a minimum, address the following aspects with regard to construction noise:

- (a) a description of noise sources, including machinery, equipment and construction techniques to be used;
- (b) predicted construction noise levels;
- (c) hours of operation, including times and days when noisy construction work and blasting would occur in compliance with Condition 3.3;
- (d) physical noise mitigation measures, including prohibiting the use of tonal reverse alarms, maintenance of access roads (to ensure they are smooth), acoustic screening around the site, plant selection and maintenance procedures, and site layout;
- (e) construction noise criteria for any specific areas and sensitive receivers such as schools, child care centres, medical or aged care facilities;

(f) the identification of activities and locations that will require the design of specific noise mitigation measures;

(g) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed noise management measures and any feedback received from those stakeholders, along with the noise management measures that will be adopted based on this consultation;

(h) methods for monitoring and reporting on construction noise;

(i) methods for receiving and responding to complaints about construction noise; and

(j) construction operator training procedures.

3.5 Where a CNVMP predicts that noise levels from a particular activity will or will likely exceed the noise limits set out in Condition 3.2, or where noise measurements show that compliance is not being achieved, the Requiring Authority shall prepare and submit for the approval of the Council an Activity Specific Construction Noise Management Plan (ASCNMP). The ASCNMP(s) shall be endorsed with the written consent of those persons affected by the exceedances and shall be submitted to the Council for review and approval at least 7 working days prior to the proposed works commencing.

Works subject to the ASCNMP(s) shall not commence until approval is received from the Council. If monitoring shows that levels specified in an ASCNMP are being exceeded, work generating the exceedance shall stop and not recommence until further mitigation is implemented in accordance with an amended ASCNMP approved by the Council.

In addition to the requirements of 3.4, an ASCNMP must:

- (a) describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 3.2;
- (b) describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;
- (c) provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 3.2, including the effect of mitigation specified in 3.5(b);
- (d) provide a set of noise limits that are Activity – Specific;
- (e) describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and



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- (f) describe any additional noise mitigation measures that may be implemented to maintain compliance with Activity Specific noise limits.

Note: It is accepted that the noise limits in Condition 3.2 may not be met at all times, but that the Requiring Authority will adopt the Best Practicable Option to achieve compliance and will obtain the written consent of affected persons to any exceedances.

3.6 Each CNVMP shall also describe measures adopted to meet the requirements of German Standard DIN4150-3:1999, and as a minimum shall address the following aspects with regard to construction vibration:

- (a) vibration sources, including machinery, equipment and construction techniques to be used;
- (b) preparation of building condition reports on 'at risk' buildings prior to, during and after completion of works, where for the purposes of this condition an 'at risk' building is one at which the levels in the German Standard DIN4150-3:1999 are likely to be approached or exceeded;

Note: For the May Road site, internal and external building condition reports shall be prepared for the buildings identified on the diagram titled "Foodstuffs Pre-Condition Survey Recommendation" dated 11 August 2014, and submitted to the Environment Court on 22 September 2014, and any other building(s) identified as 'at risk' to identify and quantify any adverse effects in respect of vibration, dewatering, ground settlement, and consequential damage to structures. The diagram can be found on plan modification 332 file

- (c) use of building condition surveys to determine the sensitivity of the building(s) on the adjacent sites to ground movement in terms of the Line 1-3 criteria of the DIN standard;
- (d) provision for the determination of buildings that require post-condition surveys to be undertaken following the commencement of blasting;
- (e) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry) including the NZ Institute for Plant and Food Research (at 118-120 Mt Albert Road, Mt Albert), the Institute of Environmental Science and Research (Hampstead Road, Sandringham) and Caltex Western Springs (at 778-802 Great North Road, Grey Lynn), along with the details of consultation with the land owners of the sites

where the sensitive activities are located and any management measures that will be adopted based on this consultation;

- (f) the consultation undertaken by the Requiring Authority with affected stakeholders to develop the proposed vibration management measures and any feedback received from those stakeholders, along with the vibration management measures that will be adopted based on this consultation;
- (g) methods for monitoring and reporting on construction vibration; and
- (h) methods for receiving and responding to complaints about construction vibration.

3.7 Air overpressure levels from blasting shall comply with the following limits, measured and assessed in accordance with AS2187.2-2006 Explosives – Storage and Use Part 2: Use of Explosives:

- (a) For buildings that are not occupied for any blast event, the air overpressure limit shall be 133 dBZ Lpeak unless prior agreement is reached in writing with the owner(s) (in conjunction with a building pre-condition survey) that a higher limit may apply; and
- (b) For buildings that are occupied for any blast event, and where there are less than 20 blast events to be undertaken on the site over the entire project, the air overpressure limit shall be 128 dBZ Lpeak; and
- (c) For buildings that are occupied for any blast event, and where there are more than 20 blast events to be undertaken on the site over the entire project, the air overpressure limit shall be 120 dBZ Lpeak.

Note: A blast event may comprise the detonation of one or more charges in a period not exceeding three seconds.

3.8 The Guideline vibration limits set out in DIN 4150-3:1999 must be complied with for all blast events at all neighbouring buildings and infrastructure unless varied in accordance with 3.10.

3.9 Construction activities shall comply with the Guideline vibration limits set out in DIN 4150-3:1999 unless varied in accordance with 3.10.

3.10 The Guideline vibration limits set out in DIN4150 must not be exceeded except where the Requiring Authority can demonstrate to the satisfaction of the Council:

- (a) that the receiving building(s) are capable of withstanding higher levels of vibration and what the new vibration limit is. The investigation required to demonstrate this must include an



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assessment of the building(s) by a suitably experienced and qualified structural engineer and a full pre-condition survey; and

- (b) that the Requiring Authority has obtained the written agreement of the building owner(s), that a higher limit may be applied.

3.11 Each CNVMP shall be implemented and maintained throughout the entire construction period. Each CNVMP shall be updated when necessary and any updated CNVMP shall be submitted to the Council in accordance with Condition 3.1

4.0 Operational Noise

4.1 The noise arising from any operational activities undertaken on the designated land, shall not exceed the following noise limits when measured at or within the boundary of any site zoned as follows:

Residential	
Time	Noise Limit*
0700-2200 hours	50 dB L _{Aeq}
2200-0700 hours	40 dB L _{Aeq}
Business	
Time	Noise Limit
At all times	60dB L _{Aeq}

*Notes:

- (1) These noise limits relate to noise generated by the normal operation of permanent works associated with the Project and do not apply to short term maintenance activities.
- (2) Noise levels shall be measured and assessed in accordance with New Zealand Standards NZS6801:2008 *Acoustics - Measurement of Environmental Sound* and NZS6801:2008 *Acoustics - Environmental Noise*.

5.0 Traffic Management

5.1 A detailed Traffic Management Plan (TMP) or plans shall be prepared for the Project or relevant Project stage by a suitably qualified person and submitted as part of the CMP.

5.2 The TMP(s) shall describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the Project or Project stage. In addition to the matters described below, the

site specific traffic management Conditions 5.5 to 5.20 shall also be addressed where those site(s) are included by the Requiring Authority in the relevant Project stage. In particular, the TMP(s) shall describe:

- (a) Traffic management measures to maintain traffic capacity or minimise the impact on traffic capacity during weekdays and weekends;
- (b) 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;
- (c) Methods to manage the effects of the delivery of construction material, plant and machinery;
- (d) Measures to maintain, existing vehicle access to property where practicable, or to provide alternative access arrangements;
- (e) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;
- (f) Measures to manage any potential effects on children at / around education facilities;
- (g) Measures to manage any potential construction traffic related effects on pedestrians and/or traffic associated with large-scale events in parks, reserves, Western Springs Stadium, and Mt Albert War Memorial Reserve;
- (h) Any proposed monitoring to measure the impact of the works on traffic and the impact of the traffic management measures. If safety or operational issues are evident, measures to be implemented to address these issues;
- (i) Measures to manage the proposed access to the site should the access be unable to cater for two-way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road; and
- (j) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand should it be found that there is insufficient on-street parking to meet this demand.

5.3 The TMP(s) shall be consistent with the New Zealand Transport Agency *Code of Practice for Temporary*



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Traffic Management, which applies at the time of construction.

- 5.4 Any damage in the road corridor directly caused by heavy vehicles entering or exiting construction sites shall be repaired as within two weeks or within an alternative timeframe to be agreed with Auckland Transport.

Mt Albert War Memorial Reserve Car Park Site

- 5.5 The Requiring Authority shall consult with Auckland Council Parks, Sports and Recreation and the Albert-Eden Local Board, and confirm the agreed location of suitable alternative carparking to be established sufficient to address the parking lost during construction activities within the Reserve.

- 5.6 The Requiring Authority shall provide a plan of the layout of any alternative carparking and associated works established in Condition 5.5 above to the Council as part of the OPW for the Mt Albert War Memorial Reserve site. The plan must demonstrate that the proposed carparking location and layout complies with relevant Council standards, and provides sufficient carparking to address parking lost during construction activities within the Reserve.

- 5.7 The alternative carparking referred to in Condition 5.5 shall be established by the Requiring Authority at its cost prior to the commencement of works at the site.

- 5.8 Heavy vehicles associated with construction at the Mount Albert War Memorial Reserve site must only turn left from Wairere Avenue onto New North Road when leaving the site.

May Road

- 5.9 Access for all vehicles to the May Road site during construction shall be via a one way system entering from the Roma Road access and exiting from an additional access directly to May Road via land at 105 and 105A – 109A May Road legally described as Lot 2 DP 116924 and Lot 1 DP 58697. The design of the access roads and vehicle crossings shall be set out in the TMP and Outline Plan of Works for the site submitted in accordance with Conditions 1.6, 1.8, 5.1 and 5.2.

- 5.9A During the hours of 0730-0900 and 1500-1630 Monday to Friday, heavy vehicle movements that are associated with construction activities at the May Road site, and accessing the site via the Roma Road access shall not exceed 7 movements per 90 minute period.

Western Springs

- 5.10 The Requiring Authority shall minimise the number of trucks entering the site from Bullock Track during

peak commuter periods and ensure that no more than five truck movements per hour enter the site from Bullock Track during peak commuter periods (unless Bullock Track / Great North Road is signalised). In addition, monitoring of the operation and safety of the intersection of Great North Road/Bullock Track (if not signalised), including queue lengths, gap acceptance and crash records shall be monitored on a bi-monthly basis by the Requiring Authority and the results submitted to Auckland Transport. If the safety record worsens, then the Requiring Authority shall limit truck movements using Bullock Track during peak commuter periods.

Keith Hay Park

5.11 At Keith Hay Park site:

- (a) Contractor parking (associated with the construction works) is not permitted on Rainford Street during events and periods of high use at Keith Hay Park (including Saturdays).
- (b) No vehicles related to the construction works shall access the Keith Hay Park site via Gregory Place during construction.
- (c) The Requiring Authority will initiate construction driver education programmes, particularly in relation to access to adjacent community facilities.

Kiwi Esplanade

5.12 Refer to *Manukau District Plan 2002*.

Motions Road

- 5.13 Contractor parking (associated with the construction works) is not permitted on Motions Road during weekends or school holidays.

- 5.14 The vehicle crossing to the Motions Road site shall be no more than 8 metres wide at the kerb.

Western Springs Depot

- 5.15 Heavy vehicle movements shall be restricted from occurring at this site during major events at Western Springs Stadium.

Norgrove Avenue

- 5.16 The TMP for the site shall include means to avoid potential safety issues associated with limited visibility for right turn movements onto major roads, such as from Asquith Avenue onto New North Road.

Pump Station 25

- 5.17 The TMP for the site shall include that trucks turn right out, and right in, in order that right turns from Miranda Street onto Wolverton Street and from



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Blockhouse Bay Road into Miranda Street are avoided.

Miranda Reserve

5.18 The TMP for the site shall include a suitably qualified traffic controller who will assist pedestrians across the vehicle crossing during times that vehicles are accessing the site during construction.

Whitney Street

5.19 The TMP for the site shall provide safe pedestrian access to and from the local shops and across Whitney Street north of the construction site.

Lyon Avenue

5.20 At the Lyon Avenue site:

- (a) contractor parking associated with the construction works is not permitted on Morning Star Place nor within any of the private parking areas accessed from Morning Star Place;
- (b) access for emergency vehicles (including fire trucks, ambulance) and service vehicles (including rubbish trucks) along Morning Star Place shall be maintained at all times;
- (c) the site-specific TMP shall include a suitably qualified traffic controller being available during construction works along the section of Morning Star Place that does not have footpaths on both sides of the road, to accompany pedestrians along the road to a footpath or their parked car as appropriate;
- (d) the site-specific TMP shall address how access to the site will be managed to minimise effects on residents, including identifying that construction traffic entering and leaving the construction site will give way to vehicles already travelling on Morning Star Place;
- (e) public access shall be maintained between Morning Star Place and the Roy Clements Treeway pedestrian walkway;
- (f) any damage to Morning Star Place caused directly by heavy vehicles associated with the construction works shall be repaired as soon as practicable
- (g) there will be no heavy vehicle movements on Morning Star Place during 0745 – 0845 (including on Saturdays); and
- (h) no heavy vehicle will be allowed to exit the construction site if another heavy vehicle is already present on Morning Star Place.

6.0 Pedestrian Management

6.1 Where works in parks or reserves impact on existing pedestrian or cycle ways, alternative temporary accessways shall be provided.

6.2 The works at the Lyon Avenue site shall be managed so that pedestrian access is maintained at all times on the existing boardwalk along Meola Stream, or an alternative provided so that the pedestrian link along Meola Stream in this area is not severed.

6.3 Any temporary accessways shall be designed as far as practicable in accordance with CPTED (Crime Prevention Through Environmental Design) principles and provide appropriate lighting and signage where necessary.

7.0 Works Within Road Reserve

7.1 The Requiring Authority shall not require Auckland Transport or network utility operators with existing infrastructure within the road reserve to seek written consent under Section 176 of the RMA for on-going access, to enable works associated with the routine construction, operation and maintenance of existing assets.

7.2 Works within transport corridors shall be undertaken in accordance with the National Code of Practice for Utility Operators' Access to Transport Corridors (November 2011), or any approved update of that code, unless otherwise agreed between the Requiring Authority and the Corridor Manager.

8.0 Construction Hours

8.1 Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 8.2 below.

- (a) Tunnelling activities – 24 hours a day, 7 days a week operations for all tunnelling activities, including the main tunnel works and the link tunnels.
- (b) General site activities – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.
- (c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday, except as noted in 8.3.

8.2 Purposes for which work may occur outside of the specified days or hours are:

- (a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;
- (b) where work is specifically required to be planned to be carried out at certain times e.g. to tie into the existing network during periods of low flow, or to tie into tidal cycles for works in the CMA;



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- (c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;
- (d) in cases of emergency;
- (e) for the securing of the site or the removal of a traffic hazard; and/or
- (f) for any other reason specified in the CMP or TMP.

Where any work is undertaken pursuant to paragraphs (a) – (f), the Consent Holder shall, within five working days of the commencement of such work, provide a report to Council detailing how the work was authorised under those paragraphs.

8.3 Truck movements are restricted from entering and exiting sites in proximity to schools and colleges between 8:15 am and 9:15 am and 2:45 pm and 3:15 pm Monday to Friday during school and college term times. This includes, although is not limited to the following sites: Mt Albert War Memorial Reserve, Walmsley Road, Motions Road, Pump Station 25, Lyon Avenue, and Miranda Reserve.

8.4 Kiwi Esplanade. *Refer to Manukau District Plan 2002.*

9.0 Community Information and Liaison

9.1 The Requiring Authority shall prepare a Communications Plan (CP) for the construction phase of the Project or for each Project stage, and submit the plan in accordance with Condition 1.8. The CP shall set out:

- (a) the method(s) of consultation and liaison with key stakeholders and the owners/occupiers of neighbouring properties regarding the likely timing, duration and effects of works;
- (b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise;
- (c) full contact details for the person appointed in accordance with Condition 1.4 to manage the public information system and be the point of contact for related enquiries; and
- (d) the information required by Conditions 3.4(g) and (i) and 3.6(f) and (h).

10.0 Tree Management

10.1 The Requiring Authority shall provide details in the CMP as to how the potential impacts of construction on trees and vegetation will be managed. The details shall provide for the:

- (a) Identification of trees to be protected, pruned, removed, or transplanted and procedures for marking these out on site.
- (b) The proposed location for any transplanted trees, including those required for visual screening purposes, and detail of any required landowner agreements if these locations are outside of the designated area.
- (c) Procedures for identifying and protecting significant trees to be retained where works occur in the dripline of such trees as identified by a suitably qualified person.

10.2 Kiwi Esplanade. *Refer to Manukau District Plan 2002.*

10.3 The Requiring Authority shall take all practicable measures in the detailed design of the permanent works and in the development of the construction site layout at the Lyon Avenue site to minimise the removal of mature native canopy trees under Condition 10.1(a) above.

11.0 Cultural and Archaeology, and Heritage

11.1A Cultural and Archaeological Management Plan ("CAMP") shall be prepared for the Project or relevant Project stage in consultation with tangata whenua (as listed in the report referenced in Condition 1.1(a)) and Auckland Council. The purpose of the CAMP is to identify areas of potential cultural and archaeological significance and to establish methods, such as further archaeological investigation prior to works or monitoring by tangata whenua during works, at sites having potential archaeological and cultural significance. The CAMP shall also include the Accidental Discovery Protocol required by Condition 11.2.

11.2 Detailed protocols for the management of archaeological and waahi tapu discoveries shall be developed by the Requiring Authority in consultation with tangata whenua and the New Zealand Historic Places Trust prior to construction. These detailed protocols shall confirm the names and contact details for tangata whenua, the New Zealand Historic Places Trust and Auckland Council to be contacted in accordance with Condition 11.3.

11.3 If any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

- (a) Immediately after it becomes apparent that an archaeological or traditional site has been exposed, all site works in the immediate vicinity shall cease.



(b) The Requiring Authority shall immediately secure the area so that any artefacts or remains are untouched.

(c) The Requiring Authority shall notify tangata whenua, the New Zealand Historic Places Trust and the Council (and in the case of human remains, the New Zealand Police) as soon as practicable, and advise those parties that an archaeological site has been exposed so that appropriate action can be taken. Works shall not recommence in the immediate vicinity of the archaeological site until approval is obtained from the New Zealand Historic Places Trust.

11.4 The Requiring Authority shall, at least one month prior to demolition, destruction, or removal of the existing pump station at Miranda Reserve (PS 25), contact the Council to advise of the impending demolition, destruction, or removal. The Requiring Authority shall provide access to the Council to enable photographic records to be taken of any heritage features using photogrammetry techniques, if the Council wishes to do so.

12.0 Roy Clements Treeway Enhancement Plan

12.1A Roy Clements Treeway ("RCT") Enhancement Plan shall be prepared that sets out proposed works that the Requiring Authority will undertake within the Roy Clements Treeway, or in another local area in the vicinity of Meola Stream, to mitigate effects of vegetation removal at the Lyon Avenue construction site. The Plan shall be prepared by a suitably qualified person.

12.2 The RCT Enhancement Plan shall be prepared in consultation with the owners of land on which the mitigation works are to be carried out, the Council, the Albert – Eden Local Board, Mana whenua, and established community groups or environmental organisations having an interest in restoration and enhancement works on the land. The objectives of the Plan shall be to enhance amenity and ecological values of either the Meola Stream riparian habitats and vegetation between Fergusson Reserve and Alberton Avenue, or other local areas in the vicinity of Meola Stream which would provide a similar area and level of vegetation enhancement to that which would be achieved between Fergusson Reserve and Alberton Avenue. The mitigation works to be set out in the Plan may include planting and weed control, and shall be integrated with any other works planned in this area by the Council. New planting shall use eco-sourced native plants, appropriate to the local habitats of the Meola Stream catchment.

12.3 The RCT Enhancement Plan shall be submitted to the Council for approval (such approval not to be unreasonably withheld) within two years of the date

on which this designation is included in the district plan.

12.4 The Requiring Authority shall use its best endeavours to obtain agreement for the proposed works from the owners of the land on which the work is to be undertaken.

12.5 The works described in the RCT Enhancement Plan (excluding those within the designated area at the Lyon Avenue construction site) shall be implemented within two years of the Plan being approved, subject to the agreement of the owners of land on which the work is to be undertaken and subject to the Requiring Authority obtaining all necessary approvals or consents required to undertake the works described.

12A Meola Stream Community Liaison Group

12A.1 The Requiring Authority shall use its best endeavours to facilitate the establishment of a group that will be known as the Meola Stream Community Liaison Group ("MS-CLG") and the maintenance of the MS-CLG until its disestablishment two years following completion of works at the six Meola Stream construction sites.

12A.2 The purpose of the MS-CLG is, in accordance with Condition 9.1, to facilitate consultation and liaison with key stakeholders with an interest in Meola Stream and its margins in the vicinity of the Motions Road, Rawalpindi Reserve, Norgrove Avenue, Mt Albert War Memorial Reserve, Lyon Avenue and Haverstock Road construction sites ("Meola Stream construction sites").

12A.3 The Requiring Authority shall invite each of the following parties to have a representative on the MS-CLG:

- The owners of land required for the construction sites;
- Immediately adjacent schools;
- St Lukes Environmental Protection Society (or any subsequent organisation established to achieve the same objectives);
- Other interested organisations with a direct and established interest in the Meola Stream;
- Auckland Council Parks, Sports and Recreation;
- Auckland Council Stormwater Unit;
- Albert - Eden Local Board;
- Waitemata Local Board; and
- Mana Whenua.

The Requiring Authority shall ensure that there is at least one of its representatives at every formal meeting of the MS-CLG.



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12A.4 The role of the MS-CLG is to provide a forum:

- To facilitate communication and dialogue between the Requiring Authority, landowners and organisations with a direct and established interest in the Meola Stream;
- To provide input into the development of Reinstatement and Open Space Restoration Plans for the Meola Stream construction sites;
- To discuss and review the scope of post-construction monitoring of selected sites in the Meola Stream and at the stream mouth to the harbour.

12A.5 The Requiring Authority shall use its best endeavours to ensure that formal meetings of the MS-CLG are held at least once every four months, or as otherwise agreed by the MS-CLG, from one year after the date on which this designation is included in the district plan until two years following completion of works at the Meola Stream construction sites. The Requiring Authority shall provide an appropriate venue for the meetings.

12A.6 The Requiring Authority shall provide the MS-CLG with opportunities to review and comment on the plans listed below before they are finalised and submitted to the Council for approval or as part of the Outline Plan of Works:

- (a) The Roy Clements Treeway Enhancement Plan
- (b) The proposed tree management aspects of the CMP (refer conditions 10.1 and 10.3)
- (c) The Reinstatement Plan for the Haverstock Road site; and
- (d) The Reinstatement and Open Space Restoration Plans for the Motions Road, Rawalpindi Reserve, Norgrove Avenue, Mt Albert War Memorial Reserve and Lyon Avenue sites.

The Requiring Authority shall take into account the views of the MS-CLG in the development of the plans referred to in (a) – (d) above. The final plans shall summarise the comments received from the MS-CLG, and the Requiring Authority's response to those comments.

13.0 Site Reinstatement and Open Space Restoration

13.1 Prior to commencement of works at all surface construction sites, the Requiring Authority shall prepare a Reinstatement Plan for the site, in consultation with the landowner(s).

The Reinstatement Plans shall be submitted to the Council in accordance with Condition 1.9. The Reinstatement Plan shall include:

- (a) Any existing structures or features on the site to be protected during works or reinstated on completion of works.
- (b) The location and design of permanent wastewater infrastructure to remain at the site including the design of lid structures and chamber covers including the associated contouring of ground.
- (c) The location and design of permanent access to the wastewater infrastructure. As far as practicable, permanent all-weather access for heavy vehicles shall minimise areas of new impermeable surfaces and, in open space areas, the use of grass cell, or similar, shall be preferred.
- (d) Details of proposed landscaping and planting, including implementation and maintenance programmes.
 - For sites that are in proximity to transmission lines, the species used shall be suitable in terms of plant height at maturity to maintain appropriate separation distances from the transmission lines.
 - For sites that are adjacent to residential properties, and have above ground structures, specific mitigation planting shall be included to provide visual screening of the structures from residential properties.

13.2 Prior to commencement of works at each of the following parks or reserves, the Requiring Authority shall prepare an Open Space Restoration Plan for the site, in consultation with the landowner, to outline how the park or reserve will be reinstated on completion of construction prior to handover back to the landowner:

- (a) Western Springs
- (b) Western Springs Depot
- (c) Motions Road
- (d) Mt Albert War Memorial Reserve
- (e) Rawalpindi Reserve
- (f) Norgrove Reserve
- (g) Walmsley Reserve
- (h) Keith Hay Park
- (i) Miranda Reserve (PS25), off Miranda Street
- (j) Miranda Reserve, off Blockhouse Bay Road
- (k) Kiwi Esplanade Reserve. *Refer to Manukau District Plan 2002.*
- (l) Roy Clements Treeway (Lyon Avenue site).



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13.3 The Open Space Restoration Plans shall include all of the items listed in Condition 13.1 and shall also include the following:

- (a) Details of the restoration of the park or reserve infrastructure to at least the same standards and specifications as existing at the time of the works, or as confirmed to be constructed as part of any funded restoration works being undertaken by Council or on behalf of Council.
- (b) Details of any vehicular access through the park or reserve;
- (c) Inclusion and detailing of all public pedestrian and cycle linkages including the reinstatement of all pedestrian linkages and walkways affected by construction;
- (d) Implementation programmes for planting reinstatement, including a 2-year maintenance programme;
- (e) Replacement planting shall be provided at a minimum of a two for one basis for any tree removals, unless otherwise agreed in writing with the Council's Manager, Parks, Sports and Recreation – Central.
- (f) Details of all hard landscaping materials, dimensions and specifications;
- (g) Use of reinforced grass for permanent access to the wastewater infrastructure ('Grass Cell' or similar as recommended in TR A: Assessment of Landscape and Visual Effects, prepared by Boffa Miskell Limited, dated 26 July 2012), unless permanent access can be incorporated within existing roads or paths, or if the use of reinforced grass is demonstrated to be not practicable for a particular site.
- (h) Upgrading and replacement of the Requiring Authority's existing manholes and structures within the reserves so they are flush with the ground where practicable to do so;
- (i) Design in accordance with CPTED (Crime Prevention Through Environmental Design) principles;
- (j) Integration with, as far as practicable, park development and management plans of Auckland Council, and the Auckland Design Manual – Parkland Design Guidelines (Draft 2013) or final approved or updated version of these guidelines; and
- (k) Liaison with Auckland Transport to identify opportunities to enhance walking and cycling

infrastructure, and confirm design standards for walking, cycling and vehicle access.

Note: For works in parks and reserves, the Reinstatement Plan required by Condition 13.1 will effectively be incorporated within the Open Space Restoration Plan. Separate Reinstatement Plans and Open Space Restoration Plans are not required.

13.4 The Open Space Restoration Plan for the Lyon Avenue site shall be designed to integrate with the Roy Clements Treeway Vegetation Enhancement Plan required by Condition 12.1 above, and designed in accordance with CPTED (Crime Prevention Through Environmental Design) principles.

13.5 The Open Space Restoration Plan for the Western Springs site shall include provision to cover the large diameter lids with topsoil and grass as far as practicable.

13.6 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council.

13.7 Timing of the implementation of all Open Space Restoration Plans shall be agreed with the Council's Manager, Local and Sports Parks and if possible shall coincide with other upgrading or restoration works planned for the park or reserve. In the event the timing of implementation is not otherwise agreed, Open Space Restoration Plans shall be implemented within 6 months of practical completion of construction works.

13.8 When contractors' yards or other temporary works areas are no longer required for any construction or operational purpose, site works, including site offices, storage and equipment sheds, fencing and hard stand areas shall be removed and the area reinstated in accordance with Conditions 13.1 to 13.3.

C07-12 RICHMOND ROAD PRIMARY SCHOOL, RICHMOND ROAD

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:
 - indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
 - exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;



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- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995. In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.
4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C07-13 AUCKLAND GIRLS GRAMMAR SCHOOL, HOWE STREET

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.
4. No additions or alterations shall be made to the buildings scheduled in the District Plan (Map References C08-01, C08-21) other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991. This provision shall not apply to the interiors of the buildings but shall apply to the site surrounds as dimensioned in the Plan.
5. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.



**C07-15 NEWTON CENTRAL
PRIMARY SCHOOL,
MONMOUTH STREET**

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.

4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

**C07-16 ARMY CENTRE, GREAT
NORTH ROAD**

1. Any works on the site shall make provision for the protection and preservation of the existing macrocarpa tree located on the Great North Road frontage.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.i

**C07-21 BUILDING LINE FOR ROAD
WIDENING, NEWTON ROAD**

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.

See also Diagram C07-21

**C07-22 WATER SUPPLY
PURPOSES, PONSONBY
ROAD**

Development to be in accordance with the following -

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 or 168A 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



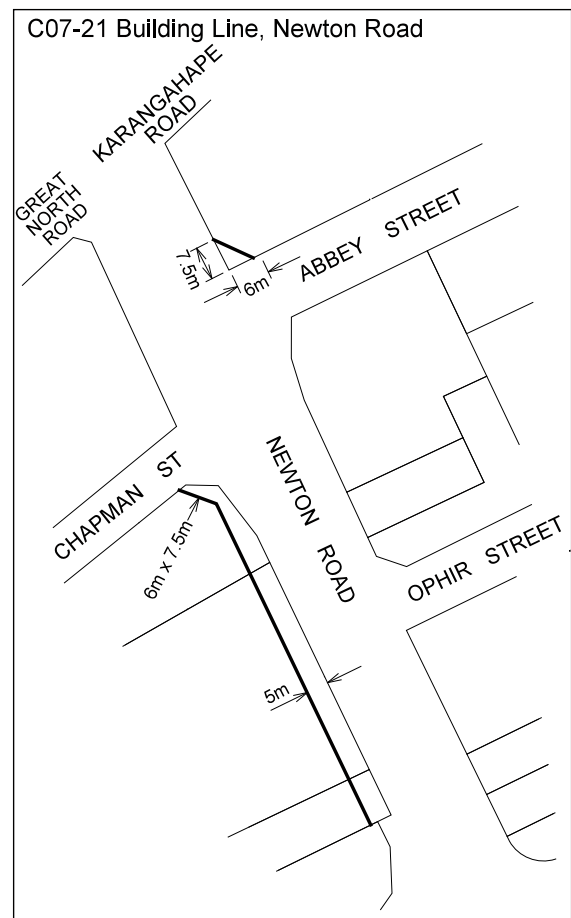
APPENDIX B (PLANNING MAPS)

accordance with the provisions of Section 181(3) of the Act.

2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C07-23 BUILDING LINE FOR ROAD WIDENING, POTATAU STREET

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.



C07-24 BUILDING LINE FOR ROAD WIDENING, WAIMA STREET

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.



C07-25 BUILDING LINE & CORNER CUT OFF FOR ROAD WIDENING, MONMOUTH STREET AND WAIMA STREET

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.

C07-26 PROPOSED SERVICE LANE, HEPBURN STREET TO PICTON STREET

Development to be in accordance with -

1. Activities shall be in accordance with the zonings which apply to the proposed service lanes.
2. Appropriate protective techniques at boundaries abutting the service lanes be implemented at the time of their development.
3. The term for implementation of these designations shall be 12 years from the inclusion of the designation in the District Plan in accordance with Section 184 of the Resource Management Act.
4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C07-27 COUNCIL CARPARK, PONSONBY ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A 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.

2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C07-29 OUTREACH ARTS AND CRAFTS CENTRE, PONSONBY ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject to either:
 - (a) A new notice of requirement, which shall be publicly notified pursuant to Section 168A 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.
2. Any external alteration of the building or redevelopment of the site requires resource consent assessment as a Scheduled Building under [PART 5C - HERITAGE](#) of the District Plan.
3. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C07-30 BUILDING LINE FOR ROAD WIDENING, DEAN STREET

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.



APPENDIX B (PLANNING MAPS)

3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.

C07-37 COMMUNITY CENTRE, HEPBURN STREET

1. All activities, works and buildings not fully described in the notice of requirements shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168 or 168A 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.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

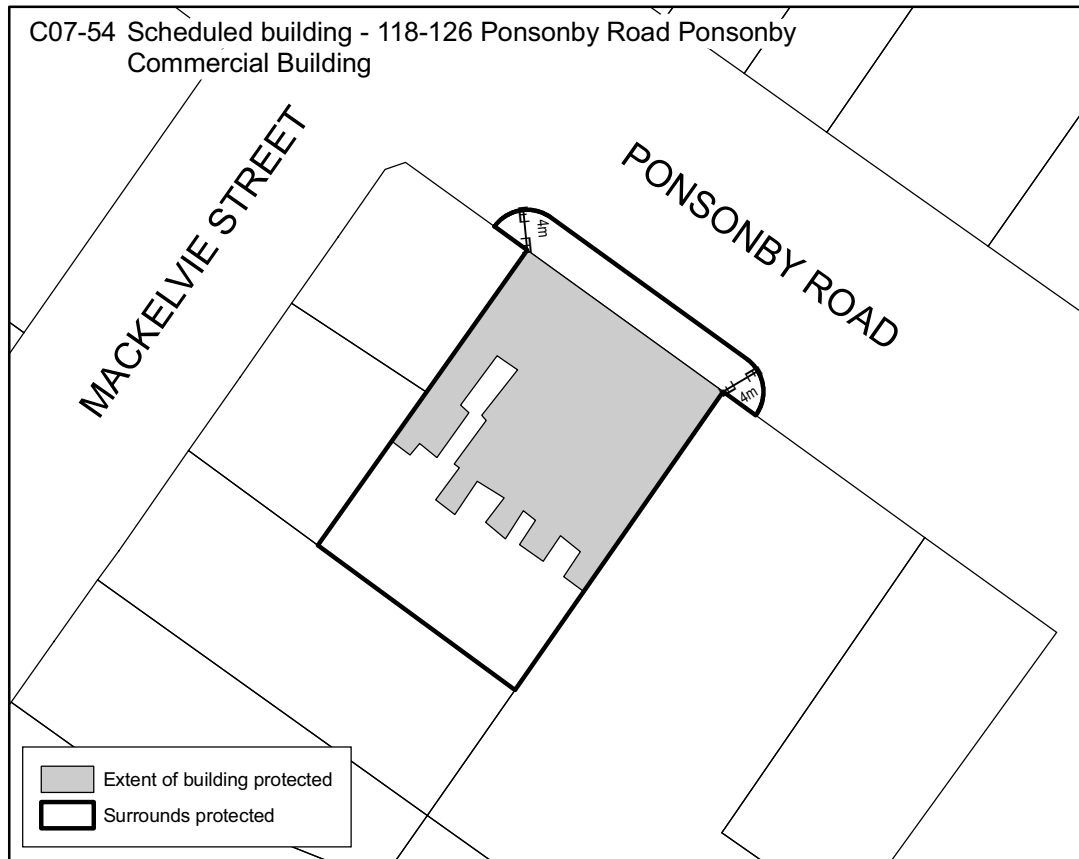
C07-53 POLICE COMMUNICATIONS PURPOSES, (IN ASSOCIATION WITH NZ FIRE SERVICE) GREAT NORTH ROAD

Development to be in accordance with the following -

1. The work shall be undertaken in general accordance with the notice of requirement dated 23 October 1998 and supporting documents.
2. A revised parking layout for the existing off-street carpark is to be prepared showing a total of 47 spaces, including stacked parking. Stacked parking will be acceptable for this activity as it is a private carpark used only for staff parking and stacked parking will reduce the impact of the activities on Sussex Street.
3. In addition, 16 further carparking spaces are required to bring the total parking provision to 63 parking spaces. This can be in the form of the following:
 - (i) A financial contribution shall be paid to Council, being full payment of providing ten angled parking spaces on Sussex Street. (It is likely that an additional 10 parking spaces can be created on Sussex Street outside 159 and 167 to 169 Great North Road). The New Zealand Police shall prepare a concept plan depicting the 10 on-street parking spaces on Sussex Street and shall be submitted to Transport and Roadway Services for approval. In addition, a further 6 carparking spaces are to be provided on another site in the near vicinity for use by staff at the Police Communications Centre. These spaces must not form part of the required parking needed in respect of other activities on that site. A copy of any lease shall be forwarded to the Council for record purposes.
 - or
 - (ii) All sixteen further carparking spaces to be provided on another site in the near vicinity for use by staff at the Police Communications Centre. These spaces must not form part of the required parking needed in respect of other activities on that site. A copy of any lease shall be forwarded to the Council for record purposes.
 - or
 - (iii) A combination of providing a financial contribution to the creation of additional parking spaces created on Sussex Street outside 159 and 167 to 169 Great North Road **and** providing additional carparking on an alternative site in the near vicinity for use by staff at the Police Communications Centre to bring the total parking provision to 63 parking spaces.
4. Should the number of staff employed at the Police Communications Centre increase above 70, further parking spaces are to be leased in the near vicinity at a rate of one parking space per 1.5 staff members. As an alternative to leasing spaces in the near vicinity, spaces could be provided at a more distant location and a bus for staff provided to and from 159 Great North Road.
5. The noise control imposed at the site boundary shall be as follows:

The L10 noise levels measured at or within the boundary of any adjacent site (not held in common ownership) with the same business zoning shall not exceed 60 dBA at any time.
6. Any electromagnetic radio frequency fields emitted from the site from radios, transmitters, microwave links or any other like equipment shall be in accordance with [Part 28 of the Auckland City Consolidated Bylaw](#).
7. Storage of dangerous goods or hazardous substances shall be in accordance with the relevant legislation.
8. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.





**C07-54 SCHEDULED BUILDING -
118-126 PONSONBY ROAD
PONSONBY**

(Refer to diagram C07-54)

**C07-54A TRANSFER OF FLOOR
AREA RATIO FROM
SCHEDULED BUILDING -
118-126 PONSONBY ROAD,
PONSONBY**

The heritage scheduling of the building at 118-126 Ponsonby Road has the potential to reduce the development capacity (2:1 basic floor area ratio as provided for under rule 8.8.1.2 - site intensity controls). Rule C07-54A enables this potential development capacity to be transferred to and available as bonus floor area in any application for redevelopment of any other site within the block contained by Ponsonby Road, MacKelvie Street, and Pollen Street, Ponsonby, except any site containing a scheduled heritage building.

Any application for transfer of basic floor area ratio (measured as gross floor area (GFA)) under this rule will

be considered by the Council as a restricted controlled activity provided that:

1. The maximum floor area ratio of any proposed recipient building shall not exceed the limits in Rule 8.8.1.2.C or Rule 8.8.10.2(c) for the relevant zone of that property. This includes any bonus floor area sought under C07-54A and any bonus floor area sought under Rule 8.8.1.2B or Rule 8.8.10.2(b);
2. There is a Conservation Plan for the scheduled building at 118-126 Ponsonby Road; and
3. The total bonus floor area available for transfer under this rule shall not exceed 856m² of GFA.

In considering the application, the Council will have regard to the assessment criteria (a), (b) and (e) in Rule 8.7.2.1 (general criteria for assessing controlled activities).

The GFA may be transferred in one or more applications. In the event that the GFA is not transferred in a single application, the Council shall maintain records of the GFA transferred on the subject site and the recipient site(s).

Explanation

The heritage scheduling of the building at 118-126 Ponsonby Road has the potential to reduce the development capacity of the property, being 856m²



APPENDIX B (PLANNING MAPS)

which is the difference between the existing GFA of the scheduled building and the basic floor area that would otherwise be available under Rule 8.8.1.2.A for the Business 2 Zone. Rule C07-54A enables the transfer of this basic floor area ratio to other properties in the same block as the building.

The relevant assessment matters in the general criteria for assessing controlled activities are the most appropriate for assessing the bonus floor area provided for in this rule.

C08-09	BUILDING LINE FOR ROAD WIDENING, NEW NORTH ROAD / MOUNT EDEN ROAD / SYMONDS STREET
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Development to be in accordance with the following -

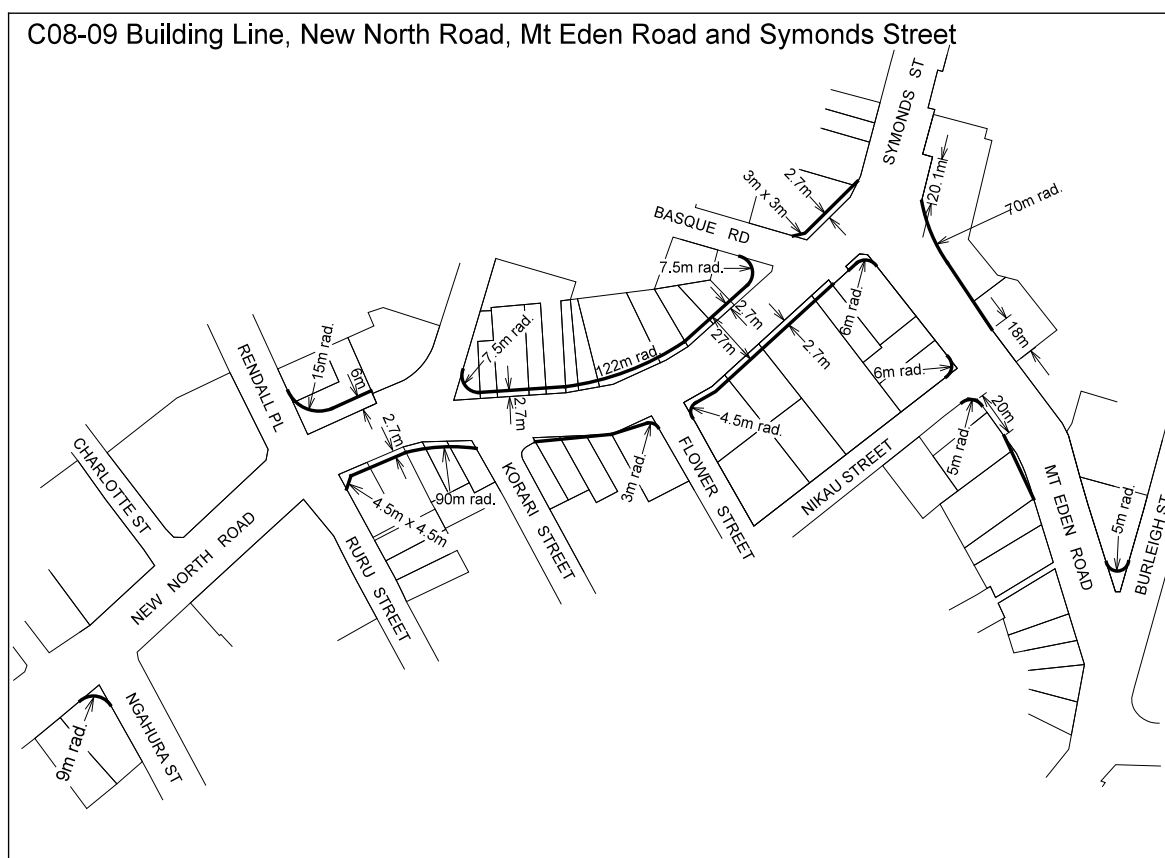
1. That Council (or any succeeding requiring authority), in designing the works, will have regard to the implications on any scheduled or protected item under the Isthmus District Plan directly affected by this work.
2. The term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
3. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

See also Diagram C08-09

C08-10	BUILDING LINE FOR ROAD WIDENING & CORNER CUT OFF DIAMOND STREET
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1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works

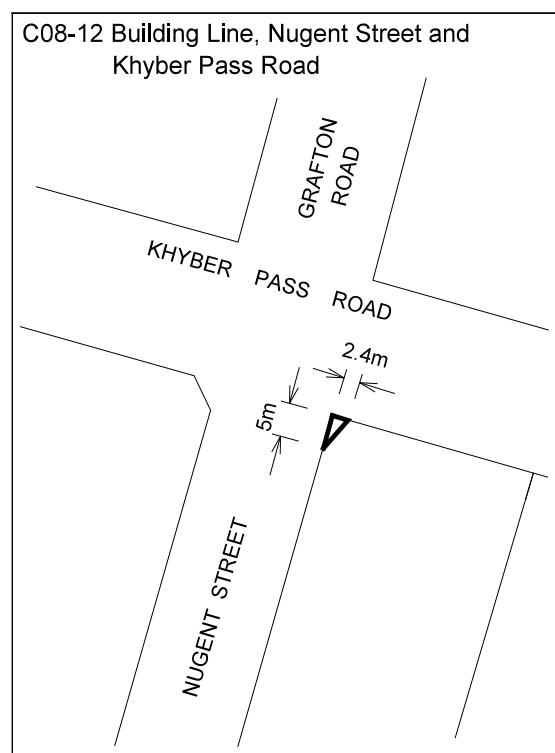


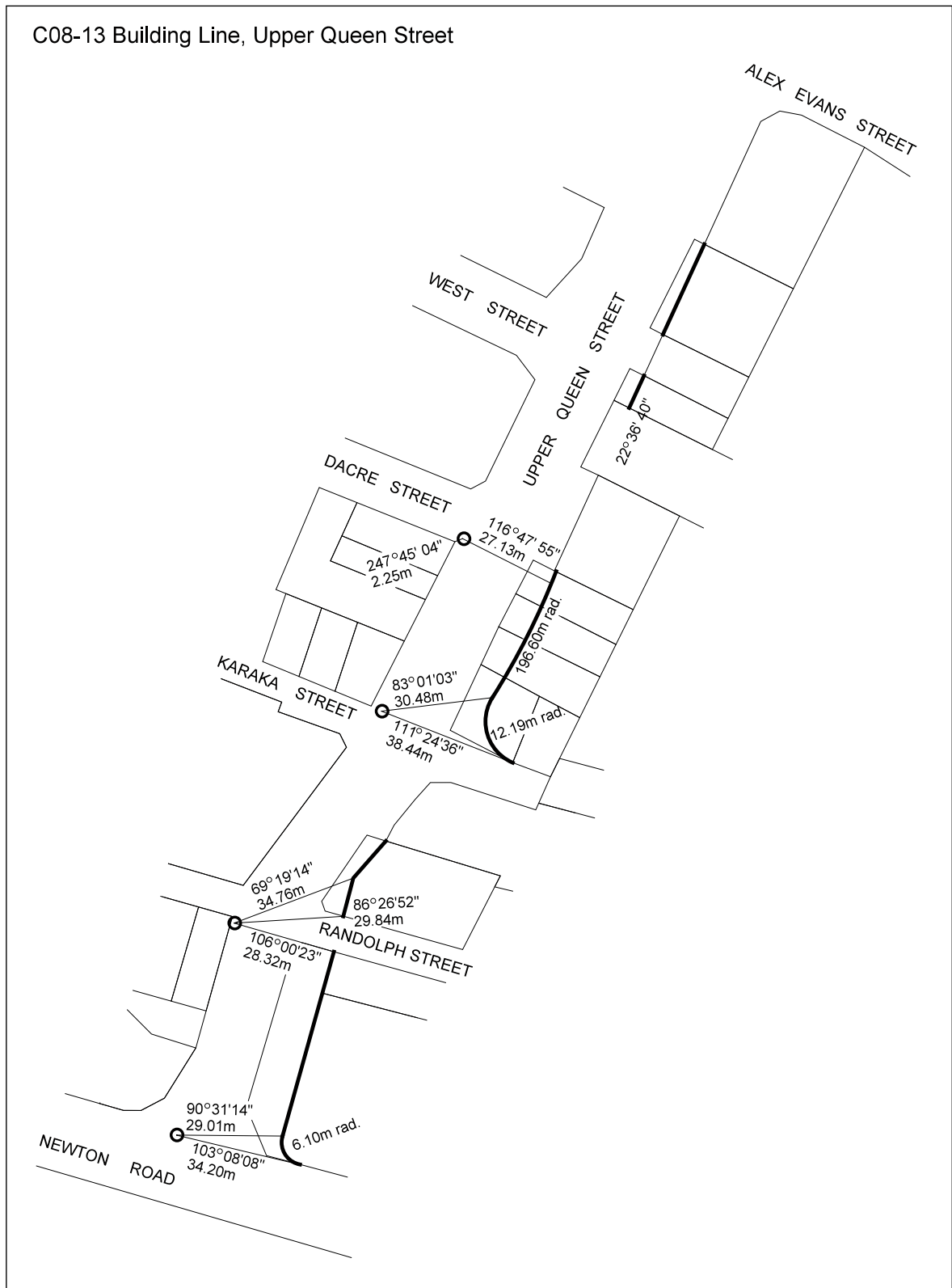


**C08-12 BUILDING LINE FOR
CORNER CUT OFF, NUGENT
STREET AND KHYBER
PASS INTERSECTION**

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.

See also Diagram C08-12





**C08-13 BUILDING LINE FOR ROAD
WIDENING, UPPER QUEEN
STREET**

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.

See also Diagram C08-13

**C08-14 WATER SUPPLY
PURPOSES, MT EDEN
ROAD / BURLEIGH STREET**

Development to be in accordance with the following -

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 or 168A 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.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

**C08-16 ROAD PROPOSED TO BE
STOPPED, BECKHAM
PLACE (PART OF)**

Development to be in accordance with the following -

1. When road stopping procedures are completed the Residential 7c zone is to be applied.

2. The term for implementing these designations shall be within 12 years from their inclusion in the District Plan in accordance with Section 184 of the Resource Management Act.
3. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

**C08-17 ROAD PROPOSED TO BE
STOPPED, MACAULAY
STREET, EAST OF
DIAMOND STREET**

Development to be in accordance with the following -

1. That the servicing and access needs of No. 18-28 Norwich Street be investigated to determine the best use of the land to be stopped, prior to final implementation of the stopping procedure and that consideration be given to extending the stopping as far as Diamond Street in consultation with adjoining owners.
2. The term for implementing this designation shall be 12 years from its inclusion in the District Plan in accordance with Section 184 of the Resource Management Act.
3. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
4. That the area be maintained clear of rubbish and noxious weeds in the meantime.

**C08-18 COUNCIL CARPARK,
SYMONDS STREET**

Development to be in accordance with the following -

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 168A 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.



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2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C08-20 COUNCIL CARPARK, KHYBER PASS ROAD (ROOF OF RESERVOIR)

Development to be in accordance with the following -

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 168A 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.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

C08-24 CONCEPT PLAN - SYMONDS STREET

AREA 1 (1.7520 hectares)

PERMITTED ACTIVITIES FOR AREA 1

- Residential units
- Home occupation
- Accessory buildings for any of the above permitted activities.

DEVELOPMENT CONTROLS FOR AREA 1

1. Maximum Height
12 metres
2. Density
1 unit per 200m²
3. Landscaping

In addition to those specifically identified landscaped areas on the Concept Plan, 20% of the remainder of Area 1 is to be landscaped to the satisfaction of the Council

4. Maximum Paved Impermeable Surface

Not more than 35% of Area 1 shall be covered in a paved impermeable surface.

5. Parking

The parking standards of Clause [12.8.1.1 PARKING STANDARDS OTHER THAN IN THE CENTRAL PARKING DISTRICT](#) shall be complied with by all permitted activities

6. Building Design

The design of the external appearance of all buildings is to be to the satisfaction of the Council. A continuity of design presenting a high quality appearance is to be achieved.

AREA 2

PERMITTED ACTIVITIES FOR BUILDING PLATFORMS A-C

- Residential units
- Home occupations
- Care centres
- Educational facilities provided that the gross floor area shall not exceed 500m²
- Entertainment facilities provided that the gross floor area shall not exceed 500m²
- Healthcare services
- Offices
- Places of assembly provided that the gross floor area shall not exceed 500m²
- Premises for cultural activity or natural display provided that the gross floor area shall not exceed 500m²
- Restaurants, cafes and other eating places provided that the gross floor area shall not exceed 500m²
- Retail premises provided that the gross floor area shall not exceed 500m²
- Taverns provided that the gross floor area shall not exceed 500m²

PERMITTED ACTIVITIES FOR BUILDING PLATFORM A ONLY

- Hotels
- Serviced apartments

CONTROLLED ACTIVITIES FOR BUILDING PLATFORMS A-C

The following are controlled activities in terms of Section 94(1A) of the Act.

- Commercial or public carparking area



APPENDIX B (PLANNING MAPS)

- Construction of any new building or structure

Criteria for Assessing Controlled Activities

Commercial or Public Carparking Area

Refer Clause [8.7.2.1 GENERAL CRITERIA FOR ASSESSING CONTROLLED ACTIVITIES](#)

Construction of any New Building or Structure

The design of the external appearance of all buildings is to be to the satisfaction of the Council. The Council, when assessing an application for a resource consent to construct any new building or structure will have regard to the Auckland City Design Guideline No. 1 Karangahape Road Facades, particularly guidelines on:

Facade Modulation;

Walls;

Windows;

Parapets and Cornices;

Decoration;

Colour;

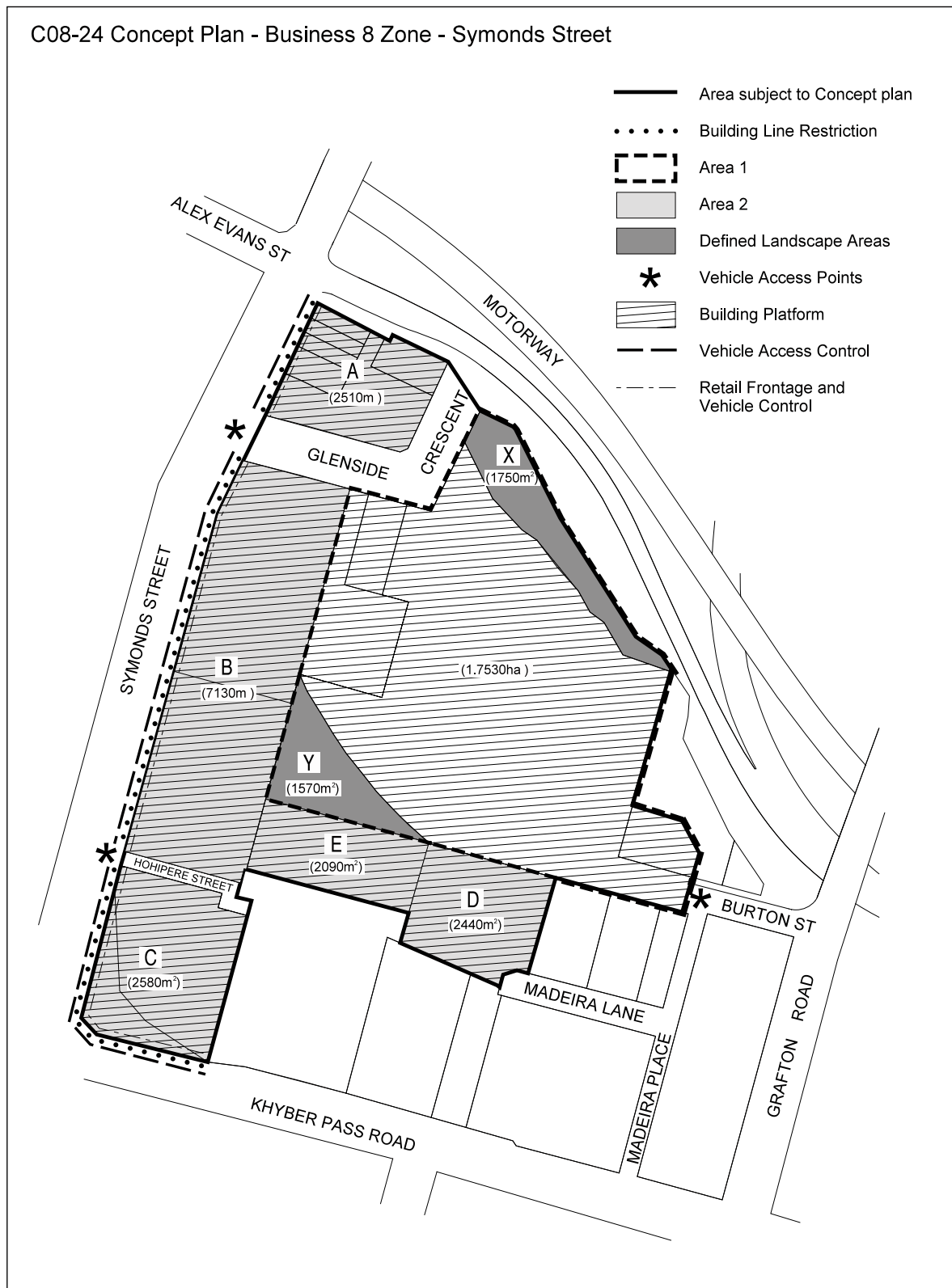
Verandahs;

Under Verandahs;

Signs.



C08-24 Concept Plan - Business 8 Zone - Symonds Street



APPENDIX B (PLANNING MAPS)

PERMITTED ACTIVITIES FOR BUILDING PLATFORMS D & E

- Residential units

- Home occupations

CONTROLLED ACTIVITIES FOR BUILDING PLATFORMS D & E

- Commercial or public carparking area

Criteria for Assessing Controlled Activities

Commercial or Public Carparking Areas

Refer Clause [8.7.2.1 GENERAL CRITERIA FOR ASSESSING CONTROLLED ACTIVITIES](#).

DEVELOPMENT CONTROLS FOR AREA 2

1. Maximum Height

All development is to comply with the E10 volcanic sight line control of Clause [5C.7.6 VIEWS](#). For the purpose of determining compliance with this control 'ground level' for the subject land is to be defined using those contours shown in the Diagram A to the Concept Plan.

(Diagram A is derived using the existing contour information found on the Beca Carter Hollings Ferner Symonds Street Finished Site Contours Plan (Job No 1205870/Drg No C08 rev 3) dated 1.3.94)

Explanation

The contours adopted to define ground level relate to the contours which existed prior the land filling of the site which occurred in 1994-5. The E10 volcanic sight line control was based on the contours existing prior to landfill, and to ensure that the volcanic sight line is not compromised, it is appropriate that ground level is determined from those earlier levels.

2. Site Intensity Control

Building Platform A:	Maximum Floor Area	Gross	10,500m ²
(2510m ²)			

Maximum Floor Area to be occupied by activities subject to the threshold effect control of Clause 8.7.1.1 of the District Plan	Gross	4,500m ²
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Building Platform B:	Maximum Floor Area	Gross	10,000m ²
(7130m ²)			

Maximum Floor Area to be occupied by activities subject to the threshold effect control of Clause 8.7.1.1 of the District Plan	Gross	4,000m ²
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Building Platform C:	Maximum Floor Area	Gross	7,360m ²
(2580m ²)			

Maximum Floor Area to be occupied by activities subject to the threshold effect control of Clause 8.7.1.1 of the District Plan	Gross	4,000m ²
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Building Platform D & E:	The maximum floor areas for each of these building platforms will be determined by compliance with the volcanic sightlines and the dimensions of the building platform.
[2440m ² (D) & 2090m ² (E)]	

Building Platform D & E dimensions 17m x 50m or any configuration which produces a maximum building plate of 850m²

Parking Residential Units:	- Minimum of 1.5 parking spaces per unit. Such parking is to be provided within or adjacent to the same building as the units to which they relate. Access to this parking shall be designed so that it provides safety to the users of the parking space (ie well lit, secure, absence of blind spots).
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Other Activities:	The parking standards of Clause 12.8.1.1 shall be complied with.
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Loading/Service Areas:	Compliance with Clause 12.8.1.2 will be required except that no loading spaces will be required for residential units.
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Landscaping of Parking and Loading Areas:	Any parking or loading areas not provided within a building are required to be landscaped to the satisfaction of the Council to ensure that the visual impact of these areas as viewed from the road or surrounding properties is softened.
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APPENDIX B (PLANNING MAPS)

Pedestrian Amenity and Access:	<p>i) The verandah requirements of Rule 8.8.1.3A are to be complied with along those road frontages identified on the Concept Plan</p> <p>ii) All pedestrian walkways are to be designed in a manner which takes into account the safety of the main users of the walkways.</p> <p>iii) The retail frontage requirement of Clause 8.8.1.3B are to be complied with along those road frontages identified on the Concept Plan.</p>
Noise:	All activities and development must comply with the noise limits of Clause 8.8.1.4B Noise within the Business Zones.
Vibration:	Refer 8.8.3.9
Refuse Disposal:	Refer to Bylaw
Lighting:	Refer to Bylaw

GENERAL CONTROLS APPLICABLE TO BOTH AREAS 1 & 2

1. Special Height Limits

The special height limits set out in Clause [5C.7.6 VIEWS](#) shall apply where relevant.

2. Building Location

All buildings shall be contained within the building platforms as specified on the Concept Plan.

3. Residential Units

Adequate measures, to the satisfaction of the Council, shall be incorporated into the design and/or location of any residential units so as to ensure indoor ascoustic privacy.

Such measures should particularly take into account the need to reduce or mitigate the existing traffic noise arising from the use of the Southern Motorway to the north of the site. Measures could include provision of suitable glazing, soundproof building materials and the location and positioning of residential units, planting and landscape features.

4. Assessment and Formation of Parking and Loading Areas

Compliance with Clause [12.8.1.3 ASSESSMENT AND FORMATION OF PARKING AND LOADING AREAS](#) is required.

5. Roading

Roading within the site is to be a controlled activity in terms of Section 94(1A) of the Act. Any application will be assessed against Clause [11.5.6.2B CRITERIA FOR ROAD DESIGN & C CRITERIA FOR ROAD PAVEMENT CONSTRUCTION](#).

6. Reserve Areas

Those reserve areas specifically identified on the Concept Plan are required to be landscaped and vested in Council as reserve.

7. Drainage

Adequate drainage measures are to be provided with any development of the land to the satisfaction of the Council.

8. Road Widening

A strip of land is to be taken by the Council for road widening purposes along Symonds Street. (Refer Diagram B)

9. Plazas and Landscaped Areas

Within Building Platform B plaza(s) and/or landscaped areas are to be provided, which together represent a minimum of 10% of the maximum floor area provided on Building Platform B (excluding required parking). These areas are to comply with the landscaped area and plaza criteria contained in Clause [8.7.2.2\(2\)](#) of the Plan.

10. Pedestrian Linkages

Development in Area 1 and Area 2 shall be functionally integrated through the provision of strategically placed pedestrian footpath linkages.

11. Consultation

(a) The owner/developer of the site shall, at the time of lodging an application for building consent, advise the Ministry of Education of the number and type of residential units which are to be built on the site and shall keep the Ministry informed of any changes to that information. This is to enable the Ministry to consider its options for providing for the potential educational needs arising from the site.

(b) As detailed planning and construction programming advances the owner/developer shall keep owners of properties within the block bounded by Khyber Pass, Symonds Street, Grafton Road and the Southern Motorway, informed of matters which may directly affect them. This process shall be conducted in the form of ongoing consultation in the general sense.

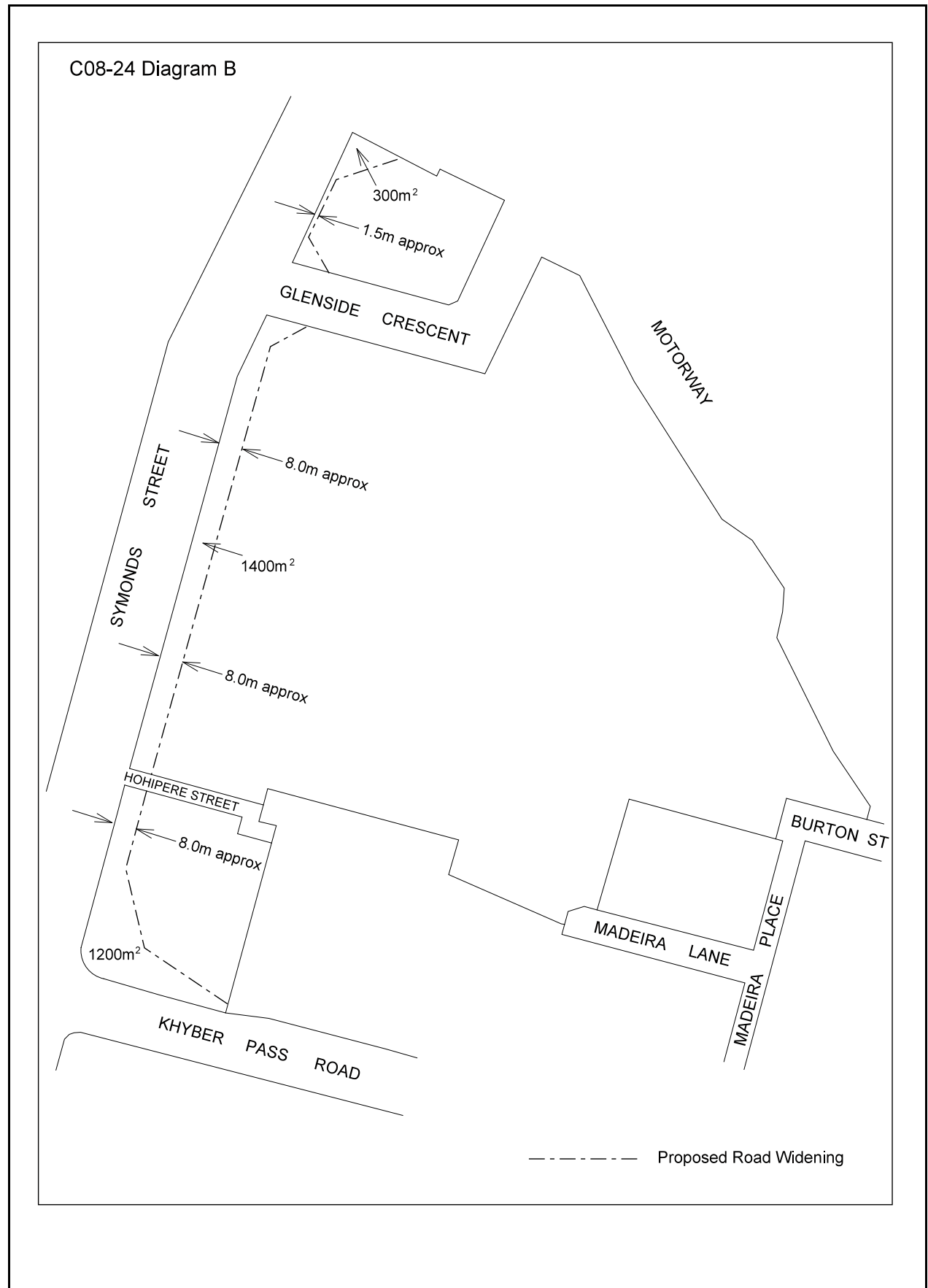


C08-24 Diagram A

SYMONDS STREET ORIGINAL CONTOURS

Derived from Beca Carter Hollings Ferner,
Symonds Street Finished Site Contour Plan
(Job No.1205870/drg number C08 Rev3) 1.3.94





**C08-41 CITY RAIL LINK.
DESIGNATIONS
1,3,5,6**

*Refer to Central Area section of the District Plan:
Appendix 11 for conditions relating specifically to
Notice of Requirement 2*

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.

Notable Noise and Vibration Receivers

Receivers that undertake activities within spaces that rely on a particularly low noise and vibration environment. For these designations these are defined as:

- Public Performance Theatres;
- Recording Studios, both sound and television (including Mediaworks spaces addressed by Condition 35);
- In relation to sensitive equipment - Medical Facilities and Scientific Laboratories;
- In relation to the requirement to record witness statements - The Auckland District Court in Albert Street

Sensitive Noise and Vibration Receivers

Receivers that may be disturbed during rest, concentration, communication or prayer. For these designations 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

Site Specific Construction Noise and Vibration Management Plans

These include site specific construction noise management plans (SSCNMP), site specific construction vibration plans (SSCVMP), or a combination of both noise and vibration in one plan (SSCNVMP) to address the effects from the construction activity on notable or sensitive receivers.

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 Character

This includes heritage buildings, sites and places identified in the New Zealand Historic Places Trust register or in the Auckland Council District Plan (Isthmus or Central Area Sections) or as specifically identified in 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 Notice of Requirement expressed a desire to be involved in the City Rail Link Project:

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

Material change

Material change will include amendment to any base information informing the CEMP or other Plan or any process, procedure or method of the CEMP or other Plan which has the potential to materially increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

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;



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- (b) Construction noise and vibration;
- (c) Historic Character (including Archaeology);
- (d) Urban Design (including landscape and station plans);
- (e) Trees and vegetation;
- (f) Social Impact and Business Disruption;
- (g) Air quality;
- (h) Public Art; and
- (i) Contamination.

MediaWorks

MediaWorks means any television, radio and/or interactive media facilities which broadcast from the MediaWorks site (including any successor which conducts the same activities).

Media Works site

MediaWorks site means the properties at 2-3 Flower Street and 44-52 New North Road included within the following:

Lot 1 DP 84213	NA40D/1323
Lot 2 DP 49561	NA 2063/54
Lot 4 Section 3 Deeds Plan 45 (blue)	NA557/190
Part Lot 5 Section 3 Deeds Plan 45 Blue	NA557/144
Lot 1 DP 60771	NA15C/727

Media Works building

MediaWorks building means the building located at Flower Street, directly adjacent to Nikau Street.

Studio 1

Studio 1 means the main broadcasting studio at the MediaWorks building as shown in Diagram 1

ABBREVIATIONS

CEMP: Construction Environmental Management Plan

DWP: Delivery Work Plan

NoR: Notice of Requirement

ONVMP: Operational Noise and Vibration Management Plan

PPV: Peak Particle Velocity

SSCNVMP: Site specific Noise and Vibration Management Plan

The following conditions 1-5 relate to Designation 3

Condition Number 1

- 1.1 Except as modified by the conditions below, the City Rail Link Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 23 August 2012 and supporting documents being:
- (j) Assessment of Environmental Effects report (contained in Volume 2 of the Notice of Requirement suite of documents, dated 15 August 2012 Rev B);
 - (k) Supporting environmental assessment reports (contained in Volume 3 of the Notice of Requirement suite of documents, dated August 2012);
 - (l) The Concept Design Report (contained in Volume 2 of the Notice of Requirement suite of documents, dated 13 August 2012 Rev 3);
 - (m) Plan sets:
 - (i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated 15 August 2012);
 - (ii) Plans contained in the Concept Design Report Appendices (contained in Volume 3 of the Notice of Requirement suite of documents, dated 13 August 2012 Rev 3).
- 1.2 Where there is inconsistency between the documents listed above and these conditions, these conditions shall prevail.

Condition Number 2

- 2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), this designation shall lapse if not given effect to within 15 years from the date on which it is confirmed.

Condition Number 3

- 3.1 The Requiring Authority shall, as soon as reasonably practicable, but no later than at completion of detailed design:
- (a) Review the area and volume of land of NoR 3 required to protect the structural integrity of the two tunnels (including the relevant considerations at Condition 5.5);
 - (b) Identify any areas of designated land that are no longer necessary to protect the structural integrity, safety or operation of the two tunnels; and



- (c) Then give notice in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

Condition Number 4

- 4.1 Under s 176(1)(b) of the Resource Management Act 1991 (RMA) no person may do anything in relation to the designated land that would prevent or hinder the City Rail Link, without the prior written consent of the Requiring Authority.
- 4.2 In the periods pre, during and post construction of the City Rail Link, the following activities undertaken by Network Utility Operators will not prevent or hinder the City Rail Link, and can be undertaken without seeking the Requiring Authority's written approval under section 176(1)(b) of the RMA:
- (a) Maintenance and urgent repair works of existing Network Utilities;
 - (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
 - (c) Minor works such as new property service connections;
 - (d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the City Rail Link designation.
- 4.3 For the avoidance of doubt, in this condition an "existing Network Utility" includes infrastructure operated by a Network Utility Operator which was:
- (a) In place at the time the notice of requirement for the City Rail Link was served on Auckland Council (23 August 2012); or
 - (b) Undertaken in accordance with this condition or section 176(1)(b) RMA process.

Condition Number 5

- 5.1 This designation does not authorise any CRL works but restricts development from proceeding without the approval of the Requiring Authority where that development would result in an adverse effect on the CRL in terms of safety, operation or construction.
- 5.2 The Requiring Authority will work with developers in a collaborative manner and may require alterations or changes to development proposals for the purpose in 5.1.

- 5.3 The Requiring Authority may require alterations or changes to any proposal for development including but not limited to construction of basements and foundations where such works disturb the ground in a way that is likely to result in loading changes and result in deformations or produce other risks to the integrity of the CRL structures.
- 5.4 Reasons shall be given by the Requiring Authority for these changes to demonstrate they are reasonably necessary to provide for safety, construction or operation of the CRL,
- 5.5 Any proposal for physical works or activities within the designation shall be provided to the Requiring Authority and will be assessed on the following:
- (a) Building height, size, mass and proximity to the CRL structures;
 - (b) Foundation and basement designs;
 - (c) Geotechnical conditions;
 - (d) Separation between the CRL structures and the proposed development;
 - (e) Nature of the activities including methods and staging of construction;
 - (f) The predicted loading change on the CRL structures resulting from the development; and
 - (g) Any other relevant information necessary to determine the likelihood and extent of any adverse effect that may occur as a result of the proposed development.

These factors will also be relevant considerations in the drawback of the designation as provided for in Condition 3.1.

Advice Notes relating to the Designation

AN1 This is a designation for protection purposes only. It protects the City Rail Link infrastructure to be constructed, operated and maintained in a separate designation located beneath this designation. The use of the land within this designation is subject to the agreement of the Requiring Authority to protect the subterranean works below. Any person proposing to undertake physical works within this designation is required to contact the Requiring Authority and obtain its approval in accordance with provisions set out in section 176(1)(b) of the Resource Management Act 1991.

AN2 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)



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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.

Unless otherwise stated the following conditions relate to Designations 1, 5 and 6

GENERAL CONDITIONS

Condition Number 1

1.1 Except as modified by the conditions below and subject to final detailed design, the City Rail Link Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 23 August 2012 and supporting documents (as updated by information provided by the Requiring Authority up until the close of the Hearing) being:

- (a) Assessment of Environmental Effects report (contained in Volume 2 of the Notice of Requirement suite of documents, dated 15 August 2012 Rev B);
- (b) Supporting environmental assessment reports (contained in Volume 3 of the Notice of Requirement suite of documents, dated August 2012);
- (c) The Concept Design Report (contained in Volume 2 of the Notice of Requirement suite of documents, dated 13 August 2012 Rev 3);
- (d) Plan sets:
 - (i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated 15 August 2012) and GIS-4214293-100-10 Rev 5 as amended for 32 Normanby Road, dated 14 September 2015 ;
 - (ii) Plans contained in the Concept Design Report Appendices (contained in Volume 3 of the Notice of Requirement suite of documents, dated 13 August 2012 Rev 3).
 - (iii) Plan CIV-000-DRG attached at Appendix 1 to these conditions.
- (e) Information provided in response to the Section 92 requests and/or in advance of the Council's section 42A report, including the following:
 - (i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated 15 August 2012);
 - (ii) Plans contained in the Concept Design Report Appendices (contained in Volume 3 of the Notice of Requirement suite of documents, dated 13 August 2012 Rev 3).

(f) Evidence (including supplementary evidence) provided prior to and at the Council hearing, including but not limited to:

- (i) Statement of Evidence by Ian Clark (Transport) dated 2 July 2013;
 - (ii) "Drawing 0220, Revision B" dated 20 August 2013, being part of the City Rail Link Project: Mt Eden Worksite set by Aurecon, submitted as part of the Second Supplementary Statement of Evidence of William (Bill) Russell Newns for Auckland Transport;
 - (iii) "City Rail Link Notice of Requirement: Outline Plan Process and Environmental Management Plan System (Indicative)" prepared by Beca Carter Hollings & Ferner Ltd, dated 27 September 2013;
 - (iv) "City Rail Link: Indicative Communication and Consultation Plan" prepared by Auckland Transport, dated September 2013;
 - (v) "Outline Social Impact and Business Disruption Delivery Work Plan" submitted as Attachment A to the Statement of Evidence of Amelia Joan Linzey (Beca Carter Hollings & Ferner Ltd), dated 26 September 2013.
- (g) All material and evidence (including rebuttal evidence) provided by the Requiring Authority in the Environment Court proceedings {ENV-2014-AKL-000057}.

1.2 Where there is inconsistency between:

- (a) The documents listed above and these conditions, these conditions shall prevail;
- (b) The information and plans lodged with the requirements and presented at the Council Hearing and during the course of Environment Court proceedings, the most recent information and plans shall prevail;
- (c) The indicative management plans and evidence presented at the Council Hearing and the management plans (DWPs, CEMP, etc) required by the conditions of these designations and submitted through the Outline Plan, the requirements of the management plans shall prevail.

Condition Number 2

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

Condition Number 3

3.1 As soon as reasonably practicable, and no later than the point at which any part or parts of the City



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Rail Link become operational, the Requiring Authority shall:

- (a) Review the area and volume of land designated for the City Rail Link;
- (b) Identify any areas of designated land that are either no longer necessary for construction of the City Rail Link (if the City Rail Link has been constructed in part), or no longer necessary for the on-going operation and/or maintenance of the City Rail Link or for on-going mitigation measures; and
- (c) Give notice in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) above.

PRE-CONSTRUCTION CONDITIONS

Condition Number 4: Appointment of Communication and Consultation Manager

4.1 Within three months of the confirmation of the designation the Requiring Authority shall appoint a Communication and Consultation Manager to implement the Pre-construction Communication and Consultation Plan (Condition 5). The Communication and Consultation Manager shall be the main and readily accessible point of contact for persons affected by or interested in the City Rail Link Project until the commencement of the construction phase of the Project, or the contact person under Condition 14 is appointed.

4.2 The Communication and Consultation Manager's contact details (or, if appointed under Condition 14, that contact persons details) shall be listed in the Pre-construction Communication and Consultation Plan and listed on the Requiring Authority website, the City Rail Link Website, and the Auckland Council website.

Condition Number 5: Pre-Construction Communication and Consultation Plan

5.1 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, affected parties and affected in proximity parties prior to the commencement of construction of the City Rail Link.

5.2 The Requiring Authority shall prepare a Pre-Construction Communication and Consultation Plan. This Plan shall be submitted to Auckland Councils Major Infrastructure Projects Team Manager, within 2 months of the Designation being confirmed, for confirmation that the Plan has been prepared in accordance with this condition.

5.3 The Plan shall be implemented and complied with within 3 months from the confirmation of the designations until the commencement of the construction of the City Rail Link.

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

5.5 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 programme;
- (b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the Project;
- (c) Obtain (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 responding;
 - (ii) How responses will be provided;
 - (iii) The timeframes that the responses will be provided within.
- (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, reasons why it hasn't;
- (f) Provide updates on the property acquisition process as well as the management strategy for properties acquired by the Requiring Authority for the construction of the City Rail Link.

5.6 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 (including, subject to Condition 61.5, sublessees) identified within the designation footprint;
- (b) All property owners and occupiers adjacent to construction sites (Britomart and Albert Street (NoR 1), Karangahape Road (NoR 4), Newton Station (NoR 5), and the main construction site



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including grade separation works at Normanby Road and Porters Ave (NoR 6));

- (c) New Zealand Historic Places Trust (NZHPT);
- (d) Department of Corrections;
- (e) Ministry of Justice;
- (f) MediaWorks;
- (g) Network Utility Operators;
- (h) Bear Park Early Childhood Centre;
- (i) Body Corporate 164980 & Tenham Investments Limited
- (j) Community Liaison Group(s) (refer Condition 7);

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

- (a) A communications framework that details the Requiring Authority's communication strategies, the accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and any other relevant communication matters);
- (b) Details of the Communication and Consultation Manager for the pre-construction period (Condition 4 of this designation) including their 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; and
 - (iv) The use of the project website for public information.
- (d) The methods for identifying, communicating and consulting with the owners of 1 Queen Street (HSBC House) and 21 Queen Street (Zurich House) regarding the development of the City Rail Link design and construction methodology between Britomart Transport Centre and Customs Street (through the Downtown Shopping Centre site).
- (e) The methods for communicating and consulting with mana whenua for the

implementation of mana whenua principles for the project (refer to condition 8 and 48);

- (f) The methods for communicating and consulting with the Community Liaison Group(s);
- (g) How communication and consultation activity will be recorded; and
- (h) Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the City Rail Link design.

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

Condition Number 6: Network Utility Operators

6.1 Under s 176(1)(b) of the Resource Management Act 1991 (RMA) no person may do anything in relation to the designated land that would prevent or hinder the City Rail Link, without the prior written consent of the Requiring Authority.

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

- (a) Maintenance and urgent repair works of existing Network Utilities;
- (b) Minor renewal works to existing Network Utilities necessary for the on-going provision or security of supply of Network Utility Operations;
- (c) Minor works such as new property service connections;
- (d) Upgrades to existing Network Utilities within the same or similar location with the same or similar effects on the City Rail Link designation.

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

- (a) In place at the time the notice of requirement for the City Rail Link was served on Auckland Council (23 August 2012); or
- (b) Undertaken in accordance with this condition or the section 176(1)(b) RMA process.



Condition Number 7: Community Liaison Groups

7.1 Within three months of the confirmation of the designations the Requiring Authority shall, in consultation with the Auckland Council, establish at least one Community Liaison Group in each of the following key construction areas:

- (a) Britomart and Albert Street (NoR 1)
- (b) Karangahape Road (NoR 4)
- (c) Newton Station (NoR 5)
- (d) Main Construction site (NoR 6)

7.2 The number of Groups shall be confirmed with the Auckland Council.

7.3 The membership of the Community Liaison Group(s) 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) The Karangahape Road Business Association;
- (d) Eden Terrace Business Association;
- (e) Heart of the City;
- (f) Roman Catholic Diocese of Auckland;
- (g) St Patrick's Cathedral; and
- (h) St Benedict's Parish.

7.4 In addition to the requirements in Condition 5, the purpose of the Groups 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.
- (e) Proposed potential joint initiatives to the Requiring Authority for the Property Management Strategy regarding the interim

use of properties including vacant land acquired for the construction of the City Rail Link.

7.5 The Requiring Authority will consult with the Groups in respect of the development of the CEMP and DWPs.

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

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

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

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

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

7.10 The Groups shall continue for the duration of the construction phase of the Project and for six months following completion of the Project

Condition Number 8: Mana Whenua Consultation

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

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

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

- (a) Developing practical measures to give effect to the principles in the Urban Design DWP (refer to Condition 49);



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- (b) Input into, where practicable, the design of the stations (refer to Condition 54);
- (c) Input into the preparation of the CEMP and DWPs;
- (d) Working collaboratively with the Requiring Authority around built heritage and archaeological matters;
- (e) Undertaking kaitiakitanga responsibilities associated with the City Rail Link Project, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the Project; and
- (f) Providing a forum for consultation with mana whenua regarding the names for the City Rail Link stations, noting that there may be formal statutory processes outside the project (such as the New Zealand Geographic Board) which may be involved in any decision making on station names.

8.4 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 City Rail Link project.

Condition Number 9: Network Utility Operator Liaison

9.1 The Requiring Authority and its contractor shall:

- (a) Work collaboratively with Network Utility Operators during the development of the further design for the City Rail Link to provide for the ongoing operation and access to network Utility operations;
- (b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology, and duration being known; and
- (c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP (Condition 24) and DWPs in relation to management of adverse effects on Network Utility Operations.

9.2 A summary of the 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.

9.3 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 22 and 23 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

Condition Number 10: Outline Plan Requirements

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

- (a) The Communication and Consultation Plan (Condition 15);
- (b) The Construction Environmental Management Plan (CEMP);
- (c) Delivery Work Plans (DWPs);
- (d) Site Specific Construction Noise/Vibration Management Plans (SSCNVMPs) and Notable Receiver Management Plans; and
- (e) Any other information required by the conditions of this designation associated with the construction of the City Rail Link.

10.2 The plans listed in Condition 10.1 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, and the reasons why not.

10.3 The Requiring Authority may choose to give effect to the designation conditions associated with the construction of the City Rail Link:

- (a) Either at the same time or in parts;
- (b) CEMP;
- (c) DWPs; and
- (d) SSCNVMPs, SSCNMPs and SSCVMPs

10.4 These plans should clearly show how the part integrates with adjacent City Rail Link construction works and interrelated activities. This particularly applies where the Urban Design DWP is submitted as a number of plans.

10.5 Early engagement will be undertaken with Auckland Council in relation to preparation and



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submission of the Outline Plan to establish a programme for the Outline Plan process to ensure achievable timeframes for both parties.

10.6 All works shall be carried out in accordance with the Outline Plan(s) required by this condition.

Condition Number 11: Independent Peer Review of CEMP and DWPs

11.1 Prior to submitting the CEMP, DWP, SSCNMPs and SSCVMPs (other than those prepared in accordance with condition 39) to Auckland Council for the construction of the City Rail Link, 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

11.2 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 of where any comments have not been incorporated, and the reasons why not. This information must be included on the CEMP, DWP, SSCNMPs and SSCVMPs (other than those prepared in accordance with condition 39) provided to both the independent peer reviewer and Auckland Council as part of this condition.

11.3 The CEMP, DWP, SSCNMPs and SSCVMPs (other than those prepared in accordance with condition 39) 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.

11.4 In reviewing an 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.

Condition Number 12: Availability of Outline Plan(s)

12.1 For the duration of construction the following plans and any material changes to these plans shall be made available for public viewing on the Project web site:

- (a) CEMP;

- (b) DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs); and

- (c) Communication and Consultation Plan.

12.2 A copy of these Plans will also be held and made available for viewing at each construction site.

Condition Number 13: Monitoring of Construction Conditions

13.1 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 the designation conditions and with the CEMP and DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs) and any material changes to these plans associated with construction of the City Rail Link.

13.2 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 unless a different timeframe is agreed with the Auckland Council Consent Monitoring officer(s). The purpose of the meeting is to report on compliance with the designation conditions and with the CEMP, DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed;
- (d) Once construction has commenced, the Requiring Authority and / or the contractor shall provide an update to the Community Liaison Groups (Condition 7 of this designation) at least once every 3 months, or if in accordance with Condition 7 these groups meet more regularly, at least once every two months.

13.3 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:



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- (i) The works authorised under these designations are being carried out in compliance with the designation conditions, the CEMP, DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs) 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 (including SSCNVMPs, SSCNMPs and SSCVMPs) 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 10 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 (including SSCNVMPs, SSCNMPs and SSCVMPs);
- (d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and adequacy of the measures
- (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 22) and implementation of the CEMP or DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs); and
- (d) Respond to queries and complaints including but not limited to:
 - (i) Who is responsible for responding;
 - (ii) How responses will be provided;
 - (iii) The timeframes that responses will be provided within.

15.4 The Communication and Consultation Plan shall as a minimum 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 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 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 construction sites (Britomart and Albert Street (Designation 1), Karangahape Road (Designation 4), Newton Station (Designation 5), Main Construction site and the works at Normanby Road and Porters Ave (Designation 6))
 - (iii) New Zealand Historic Places Trust (NZHPT)
 - (iv) Department of Corrections (including the entity contracted by Department of Corrections to administer and run the Mt Eden Corrections facility at 1 Lauder Road)

COMMUNICATION AND CONSULTATION

Condition Number 14: Contact Person

14.1 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.

Condition Number 15: Communication and Consultation Plan

15.1 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 City Rail Link

15.2 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 City Rail Link.

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



(v) Ministry of Justice (including but not limited to) confirming the details of the contact person required under Condition 14 of this designation, and to provide appropriate details (including but not restricted to timing, duration, scale, noise effects, vibration effects, access restrictions, and disruption to utilities) in respect to any works impacting the operation of the Auckland District Court at 65-71 Albert Street, Auckland. Communication and consultation of such details should be provided to the Ministry of Justice Auckland Property Programme Manager at least 9 months prior to the commencement of such works.

(vi) Media Works

(vii) Community Liaison Group(s) (refer Condition 7);

(viii) Bear Park Early Childhood Centre;

(ix) Body Corporate 164980 and Tenham Investments Ltd;

(x) Network Utility Operators, including the process:

- To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities;
- For the Requiring Authority to give approval (where appropriate) to Network Utility Operators as required by section 176(1)(b) of the RMA during the construction period;
- For obtaining any supplementary authorisations (including but not limited to resource consents (including those required under a National Environmental Standard) and easements);
- For inspection and final approval of works by Network Utility Operators; and
- For implementing conditions 9, 22, 23, and 24 of this designation 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 will be consulted in the development and review of the CEMP and DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs), 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 noise limits (refer Condition 31); or

(ii) Exceed a vibration limit (refer Conditions 33 and 34); or

(iii) Be within 200m of a blast site (refer Condition 32).

Further provisions for Notable Noise and Vibration Receivers are contained in Condition 16.

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

(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 Conditions 8 and 49);

(j) Methods for communicating and consulting with the Auckland Council Parks Department regarding works to be undertaken to any trees on public land (streets, squares, etc.) located within the City Rail Link surface designation footprint, including how trees not being removed, or in close proximity to the surface designation footprint where works are occurring, will be protected;

(k) 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, with specific detail around the



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management of the Fire and Ambulance from their central stations on Pitt Street;

- (l) A list of Stakeholders, directly affected and affected in proximity parties to the construction works who will be communicated with;
- (m) How communication and consultation activity relating to construction activities and monitoring requirements will be recorded; and
- (n) Methods for communicating and consulting with the Department of Corrections (including the entity contracted by Department of Corrections to administer and run the Mt Eden Corrections facility at 1 Lauder Road), to confirm the details of the contact person required under Condition 14 of this designation, and in respect of any works impacting on access or works in proximity to the Mt Eden Corrections Facility and the Boston Road Community Corrections site; including temporary traffic management measures and permanent changes to road networks and layouts which may impact on access to and from the Facility and the motorway network.

15.5 The Communication and Consultation Plan shall also include (as relevant) linkages and cross-references to the CEMP and DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs).

15.6 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. The summary shall include 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 13) 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 City Rail Link and confirmation of completion provided back to the Auckland Council Consent Monitoring officer.

15.7 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.

Condition Number 16: Communications – Notable Noise and Vibration Receivers

16.1 A SSCNVMP shall be prepared for all Notable Noise and Vibration Receivers (refer Condition 39). As part of the SSCNVMP (and further to Condition 15 of this designation), the Requiring Authority shall undertake communication and consultation, as soon as reasonably practicable (and at least once following confirmation of construction timing and methodology), with any Notable Noise and Vibration Receivers located within 200 metres of blasting, or within 100 metres (either horizontally or vertically) of the designation footprint for other construction activities. Communication and consultation with these parties should focus on a collaborative approach to manage the adverse effects from construction noise and vibration while works are undertaken in the vicinity.

16.2 The Requiring Authority shall undertake on-going communication and consultation with notable noise and vibration receivers throughout the duration of construction occurring in the vicinity. This communication shall be reported back to the “key contacts” (see Condition 13) and the Auckland Council Consent Monitoring officer for their review and confirmation of any further action to be undertaken. The Auckland Council Consent Monitoring Officer shall advise the Requiring Authority of its recommendation within 10 working days of receiving this information from the Requiring Authority.

Condition Number 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 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, implementation of mitigation measures, and, in the case of noise and / or vibration, preparation of a site specific noise and / or vibration management plan (in accordance with Conditions 37 and 38);



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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 City Rail Link construction activities at the time and in the vicinity of the concern or complaint;
- (d) Any other activities in the area unrelated to the City Rail Link construction that may have contributed to the concern or complaint such as non-City Rail Link 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 13).

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. Upon receiving records of the complaint the Auckland Council Compliance Monitoring Officer must determine whether a review of the CEMP and/or DWPs is required under Condition 22 to address this complaint. The Auckland Council Compliance Monitoring Officer shall advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

Condition Number 18: “One Network” Consultation

18.1 The Requiring Authority and its contractor shall work collaboratively with the New Zealand Transport Agency (NZTA) during the preparation of the Traffic, Access and Parking DWP (Conditions 25, 27, 28, 29, and 30) in relation to confirming the management of adverse transport effects on the road network. A record of this consultation and outcomes shall be included in the Traffic, Access and Parking DWP. The Requiring Authority shall consult with the NZTA

throughout the duration of construction on any changes or updates to the Traffic, Access and Parking DWP which relate to the management of the road network.

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

Condition Number 19: Preparation, Compliance and Monitoring

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

19.2 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 23.

19.3 The CEMP and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the City Rail Link.

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

19.5 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.

19.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of City Rail Link, it shall meet reasonable and direct costs of implementing such mitigation measures.

Condition Number 20: CEMP Requirements

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

- (a) In relation to Designation 2, the use of one Tunnel Boring Machine (unless the effects of using more than one Tunnel Boring Machine are not materially different from those associated with the use of one Tunnel Boring Machine);
- (b) 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;



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- (c) Training requirements for employees, sub-contractors and visitors on construction procedures, environment management and monitoring;
- (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; and
- (e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 13, 15 and 17.

20.2 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 / Constructor / Auckland Council requirements;
- (c) Environmental incident and emergency management procedures;
- (d) Environmental complaint's 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;
- (f) Specific details on demolition to be undertaken during the construction period;
- (g) Means of ensuring the safety of the general public; and
- (h) Methods to assess and monitor potential cumulative adverse effects.

20.3 Subject to any alternative agreement with the landowner(s) of HSBC House and Zurich House, the Requiring Authority shall prepare specific construction methodologies for the works adjacent to 1 Queen Street and 21 Queen Street detailing how they will be undertaken to avoid compromising the structural integrity of the existing structures on the site including their foundation systems. The specific construction methodologies shall be prepared in consultation with the owner(s) of these properties. A

record of this liaison and outcomes shall be included in the CEMP as part of the Outline Plan. This summary must provide a clear explanation of where any comments have not been incorporated into the CEMP, and the reasons why not. This summary must be provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process.

Condition Number 21: Applies to Designations 1, 4. CEMP Construction Works Requirements

21.1 In order to give effect to the objective in Condition 19.1, the CEMP shall include the following details and requirements in relation to all areas within the surface 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 adopt to keep the construction area in a tidy condition in terms of disposal / storage of rubbish and storage unloading of construction materials (including equipment). All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation;
- (e) Measures to ensure all temporary boundary / security fences associated with the construction of the City Rail Link are maintained in good order with any graffiti removed as soon as possible;
- (f) For the duration of construction affecting Lower Queen Street or Queen Elizabeth II Square, construction fences and / or hoardings shall be placed no closer than 3 metres from the north frontage (building frontage onto Queen Elizabeth II Square) of 21 Queen Street in the vicinity of the entrance to the ground level retail space and the main pedestrian entrance to the building.
- (g) The location and specification of any temporary acoustic fences and visual barriers,



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and where practicable, opportunities for mana whenua (see Condition 8) and community art or other decorative measures along with viewing screens to be incorporated into these without compromising the purpose for which these are erected;

- (h) How the construction areas are to be fenced and kept secure from the public and, where practicable and without compromising their purpose how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated to enhance public amenity and connection to the project;
- (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 onsite stockpiling of spoil or fill at Downtown and Lower Albert Street construction yards be minimised where practicable;
- (m) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable; and
- (n) Methods for management of vacant areas once construction is completed in accordance with the Urban Design DWP.

21.2 Unless expressly agreed in writing with the landowner of the Downtown Shopping Centre (at 7 Queen Street);

- (a) the Downtown construction yard, including QEII Square, Downtown Shopping Centre and Lower Albert Street, shall be progressively released from occupation for construction purposes where the area or any part of the area is no longer required for construction of the section of CRL between Britomart and Wyndham Street; and
- (b) following completion of the section of the CRL between Downtown Shopping Centre

and Wyndham Street and reinstatement of Albert Street, Lower Albert Street shall not be occupied for construction purposes for any section of CRL south of Wyndham Street.

Condition Number 22: Review Process for CEMP and DWPs

22.1 The CEMP and DWPs shall be reviewed at least annually or as a result of a material change to the City Rail Link 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 (including SSCNVMPs, SSCNMPs and SSCVMPs) and material changes to these plans;
- (b) Any changes to construction methods;
- (c) Key changes to roles and responsibilities within the City Rail Link 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 (including SSCNVMPs, SSCNMPs and SSCVMPs); and
- (h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 17.

22.2 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.

Condition Number 23: Update of CEMP and DVWPs following Review

23.1 Following the CEMP and DWPs review process described in Condition 22, the CEMP may require updating.

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

23.3 Affected parties will be notified of the review and any material change proposed to the CEMP and DWPs (including SSCNVMPs, SSCNMPs and SSCVMPs).



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23.4 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, and the reasons why not.

23.5 Any material change proposed to the CEMP and DWPs shall be subject to an independent peer review as required by Condition 11.

23.6 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.

Condition Number 24: Applies to Designations 1, 4: Network Utilities

24.1 To manage the adverse effects on Network Utilities Operations during the construction of the City Rail Link, the following shall be included in the CEMP.

24.2 The purpose of this section of the CEMP shall be to ensure that the enabling works and construction of the City Rail Link adequately take account of, and include 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 City Rail Link.

24.3 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 City Rail Link was served on Auckland Council (23 August 2012); or
- (b) Undertaken in accordance with condition 6 of this designation or the section 176(1)(b) RMA process.

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



- (j) Emergency management procedures in the event of any emergency involving existing Network Utilities;
- (k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the City Rail Link to Network Utility Operators and the timing for providing these drawings;
- (l) Measures to ensure that network utility services are not interrupted to the Mt Eden Corrections Facility as a result of City Rail Link works. The requiring authority shall advise the Department of Corrections and the entity contracted by Department of Corrections to administer and run the Mt Eden Corrections facility at 1 Lauder Road, of any works on network utilities in the vicinity of the Mt Eden Corrections Facility which may impact on utility service provision to the Mt Eden Corrections Facility at least 14 days prior to those works occurring to allow the Department of Corrections (and the entity contracted to administer and run the facility at 1 Lauder Road) to arrange suitable contingencies. Communication and consultation with the Department of Corrections, and the entity contracted to administer and run the facility at 1 Lauder Road, shall be recorded in accordance with condition 15) of this designation. The Requiring Authority shall be responsible for ensuring that construction works do not interrupt network utility services to the Mt Eden Corrections Facility, unless by prior arrangement with Department of Corrections and the entity contracted by Department of Corrections to administer and run the Mt Eden Corrections facility at 1 Lauder Road.
- (m) 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.

24.5 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

Condition Number 25: Applies to Designations 1 and 4. General Transport, Access and Parking

25.1 A Transport, Access and Parking DWP shall be prepared to manage the adverse effects of construction of the City Rail Link, or any part of it, on the transport network.

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

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

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

- (a) The road routes which are to be used by construction related vehicles, particularly trucks to transport construction related materials, equipment, spoil, including how the use of these routes by these vehicles will be managed to mitigate congestion, and to the greatest extent possible, avoid adverse effects on residential zoned land and education facilities;
- (b) Transport route options for the movement of construction vehicles carrying spoil, bulk construction materials or machinery shall be identified and details provided as to why these routes are considered appropriate routes. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery shall as far as practicably possible only use roads that:
 - (i) Form part of the regional arterial network;
 - (ii) Are overweight / over dimensioned routes;
 - (iii) Or other routes (specified below) where no other practical option is available.
- (c) For the purposes of this condition the following routes (that at the time this designation was confirmed were not part of the



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regional arterial network and / or overweight / over dimensioned) shall be used where practicable for the movement of construction vehicles carrying spoil, bulk construction materials or machinery:

- (i) Ngahura Road, for trucks heading to/from Eden Terrace construction site;
 - (ii) Dundonald Street and Basque Road, for trucks heading to/from the Newton Station construction sites;
 - (iii) Pitt Street (between Hobson Street and Hopetoun Street), Beresford Square, Mercury Lane, Canada Street and Upper Queen Street (between Canada Street and Karangahape Road), for trucks heading to/from Karangahape Station construction sites;
 - (iv) Wellesley Street (between Nelson Street and east of Albert Street), Cook Street (between Mayoral Drive and Hobson Street) and Mayoral Drive (between Wellesley Street and Cook Street) for trucks heading to/from Aotea Station construction sites;
 - (v) Nelson Street (north of Wellesley Street), Hobson Street (north of Cook Street) and Lower Albert Street, for trucks heading to/from the Albert Street and Downtown construction sites.
- (d) Where other routes are necessary (other than those routes identified above), the Transport, Access and Parking DWP shall identify any residential zoned land and education facilities and shall provide details on how adverse effects from these vehicle movements are to be mitigated through such measures as:
- (i) Communication and consultation (in accordance with Condition 15 of this designation) with these properties in advance of the vehicle movements occurring;
 - (ii) Restricting vehicle movements on Monday to Friday to between 9.30am and 4pm, and on Saturday to between 9am and 2pm.
- (e) 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;
- (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; and

(iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.

- (g) Where an affected party unexpectedly finds their vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative. *Note: For the purpose of designation Condition 25, 27, 28, 29 and 30 "temporary closure" is defined as the following:*
- (i) In place for less than six hours, the Requiring Authority shall communicate and consult on the closure at least 24 hours in advance, but is not required to offer or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party; and
 - (ii) In place for between six and 72 hours, the Requiring Authority shall communicate and consult on the closure at least 72 hours in advance, and 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.
- (h) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:
- (i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring;
 - (ii) Relocating bus stops and taxi stands to location which, as far as practicably possible, minimise disruption; and
 - (iii) Identifying alternate heavy haul routes where these are affected by construction works.
- (i) 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.
- (j) The alternative (to road) transport options that are available (including the option of rail use at the main construction site adjacent the North Auckland Rail Line) and that have been



considered and assessed for the transportation of spoil. This will include as applicable:

- (i) Benefits that could be provided by alternative options;
- (ii) Potential adverse effects associated with alternative options;
- (iii) Where an alternative option is proposed, methods for managing potential adverse effects; and
- (iv) Reasons for either adopting or not adopting alternative transport options.

Condition Number 26: Applies to Designation 1. Monitoring of Transport Network Congestion

26.1 To achieve the objective of Condition 25.2(a), the Requiring Authority will undertake monitoring of the transport network through traffic surveys and implement additional mitigation measures as required to manage congestion to achieve the best practicable option.

26.2 The purpose of the traffic survey is to monitor congestion on the transport network by measuring average delays for traffic travelling along specified routes. The evaluation time will be:

- (a) The average times over the two hour morning or evening peak period; and
- (b) The average travel time over the weekday two hour evening peak period; and
- (c) The average weekday inter-peak travel times between 9am to noon, noon to 2pm and 2 to 4pm.

26.3 The Requiring Authority shall carry out continuous monitoring. The intention is that this monitoring is to be continuous although it is acknowledged that there may be occasional malfunctions.

26.4 Surveys shall be carried out over a two week period, and generally on one working day (i.e Tuesday, Wednesday) along each specified route. If a congestion incident occurs (such as an accident), the monitoring during the affected period will be considered unrepresentative.

26.5 Monitoring shall commence six months prior to construction of the City Rail Link to establish a baseline of existing transport congestion.

26.6 The traffic monitoring will establish whether the City Rail Link construction works have increased traffic delays as follows:

- (a) Either by more than 10 minutes (from the surveys previously undertaken in accordance with this condition)

- (b) Or if the travel times are more than three minutes or 30% greater than the forecast modelled increases along that route (according to the most recent traffic model test of that scenario, undertaken prior to the start of construction. The modelled time is to be based on the Auckland City Centre SATURN traffic model or a different traffic model approved by Requiring Authority).

- (c) The 30% above shall only apply for an increase predicted to be over four minutes.

26.7 If the surveyed times exceed the above criteria on any one of the specified routes, then additional mitigation shall be implemented by the Requiring Authority in its role as the Road Controlling Authority (under its statutory obligation). The additional mitigation could include but is not limited to advertising alternative routes, removing on street car parking or implementing operational measures, such as lane reconfigurations or signal phasing, to increase capacity on the surrounding network where reasonably possible at that time.

26.8 The purpose of additional mitigation measures is to mitigate the increases in traffic delays, reducing these to below the levels identified in Condition 26.6 as far as is reasonably achievable.

26.9 For the purposes of this condition, the following are the specified routes:

- (a) Wellesley Street (between Victoria Street and Princess Street)
- (b) Victoria Street (between Wellesley Street and Princess Street)
- (c) Customs Street/Fanshawe Street (between Nelson Street and Tangihua Street)
- (d) Quay Street/Lower Hobson Street (between Fanshawe Street/Hobson Street and Tangihua Street)
- (e) Nelson Street/Hobson Street (between Pitt Street and Fanshawe Street)
- (f) Queen Street (between Mayoral Drive and Customs Street)
- (g) New North Road/Symonds Street (between Dominion Road and Newton Road)
- (h) Mount Eden Road (between Normanby Road and Symonds Street)
- (i) Khyber Pass Road between the southern motorway ramps and Symonds Street if this route is to be used by construction related trucks.



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- (j) Newton Road between the northwestern motorway ramps and Symonds Street.

26.10 The specified routes shall exclude whichever east-west route has its intersection with Albert Street closed at the time of the surveys.

Conditions No 27 and 28 refer to Central Area District Plan Appendix 11

Condition Number 29: Applies to Designation 5: Transport, Access and Parking: Specific Requirements (Newton Station Area)

29.1 To achieve the objective in Condition 25, the Traffic, Access and Parking DWP shall include the following:

- (a) How construction of the shafts providing access to the Newton Station, although constructed wholly on private land, can be undertaken to mitigate construction related congestion on Symonds St, the Symonds Street / Mt Eden Road/ New North Road intersection, Dundonald Street, and the western end of Basque Road;
- (b) The timing and sequencing of temporary road lane reductions and/or closures on Symonds St in the vicinity of the intersection of Symonds Street/Mt Eden Road and New North Road , Dundonald Street, and the western end of Basque Road, and the alternative routes and temporary detours to be used, including how these have been selected and will be managed to, where practicable, mitigate congestion on the surrounding road network;
- (c) How disruption to the use of private property located immediately adjacent the surface designation with access onto Symonds Street, Dundonald Street, and the western end of Basque Road will be mitigated through:
 - (i) Providing pedestrian and cycle access to private property at all times, particularly for those businesses and residences located along Symonds street and Dundonald street;
 - (ii) Providing vehicle access to private property, which may include only a turn in and a turn out in the same direction), 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. how the loss of public pay and display parking located at the Auckland Transport Symonds Street public car park will be mitigated through alternative parking arrangements. the requiring authority

may be able to arrange such alternative car parking at the Burleigh Street car park.

- (d) The effects of the temporary use of the Symonds Street car park as a construction site are to be mitigated by the Requiring Authority by active parking management and enforcement, within 400m of the car park, to maximise short term parking within this area

Condition Number 30: Applies to Designation 6: Transport and Property Access: Additional Requirements (NAL Area)

30.1 To achieve the objective in Condition 25, the following measures shall be implemented:

- (a) The retention of at least two traffic lanes (one in either direction) on Mt Eden Road during the construction of the replacement Mt Eden Road Bridge;
- (b) During the closure of the Normanby Road level crossing to construct the grade separated crossing, the Mt Eden Road and Normanby Road intersection shall be signalised and a second traffic lane shall be provided on the Boston Road approach to its intersection with Mt Eden Road intersection. Additionally, the no parking restrictions on Boston Road shall be extended along the length of Boston Road and considered for any adjacent local roads to facilitate through traffic;
- (c) A temporary pedestrian crossing at Normanby Road is to be provided for the period of the temporary closure of the Normanby Road connection;
- (d) Access will be maintained to Nikau Street at all times by at least one lane (minimum 3m), and two lanes on Nikau Street between Flower and Korari Streets. Access to sites within Flower Street and Korari Street is to be retained, from Nikau Street or New North Road, at all times;
- (e) Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles to all accessways to the MediaWorks site including staff and visitors' cars, trucks and service vehicles;
- (f) Providing for traffic to turn right out of Ruru Street to reduce any congestion (particularly at peak times) resulting from not being able to travel via Nikau Street to the traffic lights at Flower Street and New North Road;
- (g) Providing accessibility along Mt Eden and Normanby Roads as a priority for, where practicable: public transport (buses),



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- emergency services, access to properties for pedestrians, and cyclists;
- (h) Construction works will be undertaken to ensure two-way access is maintained at all times for all vehicles accessing the Mt Eden Corrections Facility at Lauder Road (including staff and visitors' cars, service vehicles, prison vans, emergency vehicles and buses), communication and consultation with the Department of Corrections, and the entity contracted by Department of Corrections to administer and run the Mt Eden Corrections facility at 1 Lauder Road, on this matter shall be recorded in accordance with Condition 15) of this designation. The Requiring Authority shall be responsible for ensuring that the construction works do not restrict 24-hour two-way access for all vehicles accessing the Mt Eden Corrections Facility at Lauder Road;
- (i) Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles accessing the premises at 51-63 Normanby Road, including staff and visitors cars, trucks and service vehicles. The measures shall:
- (i) Ensure safe and reasonable access to and from the site, to Austroads standards;
 - (ii) Not result in the loss of any on site parking;
 - (iii) Incorporate a crossing width sufficient not to reduce the range of vehicles required to access the site, relative to the existing situation;
 - (iv) It is noted that the site is used occasionally by large trucks of up to 18m. These vehicles are to be provided for in the design of the access (i.e. the vehicle crossing and the access onto the site);
 - (v) Following completion of the grade separation of Normanby Road safe and reasonable access will be provided to and from the property at 51-63 Normanby Road to meet the relevant Austroads and NZS2890.1 standards or the applicable standard required by the road controlling authority.
- (j) Construction works will be undertaken to ensure two-way access is maintained at all times for vehicles accessing the premises at 32 Normanby Road, including staff and visitors cars, trucks and service vehicles. The measures shall:
- (i) Ensure safe and reasonable access to and from the site, to Austroads standards;
 - (ii) Incorporate a crossing width sufficient not to reduce the range of vehicles required to access the site, relative to the existing situation;
- (iii) Require the provision of alternative Should the Requiring Authority require part of the site at 32 Normanby Road that is currently used for 40 car parking spaces for the construction of the City rail Link, 34 alternative car parking spaces will be provided at 14-22 Boston Road (in accordance with Plan DRG 0052 Rev 2.0 and DRW 0058 Rev 5.0). The Requiring Authority shall provide safe pedestrian access across the North Auckland Line and into the site for customers and staff, visiting or employed at the site in accordance with Condition 30.1 (c) until the grade separation works are completed and permanent access is reinstated to the site.
- (k) At completion of the grade separation of Normanby Road safe and reasonable pedestrian and vehicle access will be provided to and from the site and 34 on site car parking spaces will be provided for the property at 32 Normanby Road. In the case of pedestrian and vehicle access and parking arrangements this will be in accordance with Plan DRG 0058 Rev 5.0 and meet the following requirements:
- (i) the ramp access will meet relevant Austroads and NZS2890.2 standards and the Auckland Council District Plan: Isthmus Section parking standards for dimension and manoeuvring;
 - (ii) The 34 car parking spaces will be provided across the site and the adjoining KiwiRail property. the spaces will be compliant with the appropriate Auckland Council District Plan: Isthmus Section parking standards for dimension and manoeuvring;
 - (iii) The design structures and barriers associated with the ramp and pedestrian access to the site will be subject to the urban design process of Condition 47; and
 - (iv) Provision for landscape planting both on the site and on the KiwiRail land in the area shown on DRG 0058 Rev 5.0 and if appropriate beyond the site (in accordance with Condition 47.2). Indicative widths of landscaping on DRG 0058 Rev 5.0 are 1m for the section shown alongside the railway and 0.5m for the section on the southern side of the ramp.
- (l) The KiwiRail land required by condition (k) above for car parking spaces, landscaping and the ramp access will be provided by the Requiring Authority until such time as the vehicle access ramp is no longer required by the landowner. If the vehicle access ramp is no longer required by the landowner. If the vehicle access ramp is no longer required to provide access to the property it shall be



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removed by the Requiring Authority at its cost within 3 months unless otherwise agreed with the landowner.

- (m) Construction of the grade separation works at Normanby Road on the parcels of land identified on the CRL Designation 6 Sheet 2 as parcels 242, 243, 244, 245, 246, 393, 394, 399, 400 and 401 shall not commence until the KiwiRail land is available and written confirmation of this has been provided by the Requiring Authority to Auckland Council.

30.2 The Traffic, Access and Parking DWP shall demonstrate how these measures will be implemented and shall also include the following:

- (a) How construction works can be undertaken to mitigate congestion on New North Road, Ruru Street, Korari Street, Flower Street, Nikau Street, Ngahura Street, Porters Avenue, Mt Eden Road, Normanby Road, Boston Road, Nugent Street, and the road network in general in this area including:
- (b) Which routes are to be used by construction trucks to remove spoil from the construction yard including how the use of these routes by these vehicles will be managed to mitigate congestion;
- (c) Which routes are to be used by construction related traffic (especially trucks) to deliver construction materials and other related goods and services to the construction yard including how the use of these routes by these vehicles will be managed to mitigate congestion;
- (d) The grade separation of Porters Ave so that it is undertaken at a time when vehicles, pedestrians, and cyclists can be managed and accommodated on Dominion Road, Mt Eden Road and Normanby Road to an extent which mitigates where practicable, delays to travel journeys from congestion on these roads resulting from City Rail Link construction works;
- (e) The grade separation of Normanby Road so that it is undertaken at a time when vehicles, pedestrians, and cyclists can be managed and accommodated on Dominion Road, Mt Eden Road and Porters Avenue, to an extent which mitigates where practicable, delays to travel journeys from congestion on these roads resulting from City Rail Link construction works;
- (f) Any reduction in the number of fully operational traffic lanes associated with the

closure of Porters Avenue and Normanby Road, and the reduction in the number of vehicle lanes on the Mount Eden Road bridge, is to be undertaken on only one of these three routes at a time;

- (g) The timing and sequencing of temporary road lane reductions and / or closures at the Symonds Street / New North Road / Mt Eden Road intersection, Ruru Street, Korari Street, Flower Street, Nikau Street, Ngahura Street, Porters Avenue, Mt Eden Road in the vicinity of the bridge over the rail line, Normanby Road, Boston Road, Nugent Street in the vicinity of the rail crossing, and the alternative routes and temporary detours to be used, including how these have been selected and will be managed to, where practicable, mitigate congestion on the surrounding road network;
- (h) How disruption to the use of property located immediately adjacent to the surface designation with access onto New North Road, Ruru Street, Korari Street, Flower Street, Nikau Street, Ngahura Street, Porters Avenue, Mt Eden Road, Normanby Road, Boston Road, Nugent Street will be mitigated through:
 - (i) Providing pedestrian and cycle access to private property at all times;
 - (ii) Providing local vehicle access and pedestrian access at all times to properties located along Flower Street (between Nikau Street and Shaddock Street) and Shaddock Street (between Flower Street and its dead end to the east), which are not located within the designation footprint, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure;
 - (iii) Retaining local vehicle and pedestrian access to properties located outside the designation footprint along Haultain Street, Fenton Street, Porters Avenue, Ngahura Street, Ruru Street, Korari Street, Flower Street, Nikau Street, Mt Eden Road, Boston Road, Nugent Street, and Normanby Road at all times except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure; and
 - (iv) Full accessibility to those parts of Porters Avenue not affected by, but in the vicinity of, the construction works; and
- (i) How disruption to the use of Mt Eden Rail Station will be mitigated through providing, where practicable, access during construction



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works associated with the replacement of Mt Eden Road Bridge.

NOISE AND VIBRATION

Condition Number 31: Applies to Designations 1, 4: Project Standards - Construction Noise

31.1 Construction noise shall comply with the following Project Standards (unless a SSCNMP is approved under Condition 37, 39 or 40):

Receiver Type	Monday to Saturday 0700 - 2200	Sundays and Public Holidays 0700 - 2200	At all other times 2200 - 0700
Occupied commercial and industrial buildings (including offices)	75 dB LAeq	75 dB LAeq	75 dB LAeq
Sensitive Noise and Vibration Receivers (excluding offices)	75 dB LAeq 90 dB LAFmax	65 dB LAeq 80 dB LAFmax	60 dB LAeq 75 dB LAFmax
Early Childhood Education Centres (whilst occupied during normal opening hours)	35 dB LAeq in sleeping areas		
Bear Park Early Childhood Education Centre at 32 Akiraho Street (whilst occupied during normal opening hours)	35 dB LAeq in sleeping areas 65 dB LAeq in outdoor playing areas		

Notes:

1. 60 dB LAeq for NoR 5 and NoR 6; and

2. 75 dB LAeq for NoR 5 and NoR 6.

31.2 Construction noise shall be measured and assessed in accordance with the provisions of NZS 6803:1999

Condition Number 32: Applies to Designation 6: Project Standards- Blasting Overpressure and Vibration

For the avoidance of doubt this condition only applies to NoR 6 where blasting is required.

32.1 Prior to commencement of production blasts (ie blasting that is undertaken as part of the construction process), trial blasts (ie preliminary blasts that occur prior to production blasts for the purpose of data acquisition), shall be undertaken to demonstrate how adverse effects will be managed and how compliance with Conditions 32.2, 32.3 and 32.4 will be achieved in production blasting. Trial blasts will determine site-specific attenuation characteristics, air overpressure levels and maximum instantaneous charge weight (MICI) thresholds. Outcomes shall be documented in a Trail Blasting Report. This Trail Blasting Report shall be used for subsequent design of production blasting.

32.2 Air overpressure from the blast events shall not exceed 120 dB LZpeak at the facade of any occupied building measures and assessed in accordance with the provisions of the Australian Standard AS 2187.2-2006 *Explosives – Storage and use – Use of explosives*.

32.3 Air overpressure from blast events shall not exceed 133dB LZpeak at the facade of any unoccupied building measured and assessed in accordance with the provisions of Australian Standard AS 2187.2-2006 *Explosives – Storage and use – Use of explosives*.

32.4 Unless a SSCNVMP is approved under Conditions 38,39 or 440 which includes an alternative blasting vibration standard:

(a) Vibration from blast events shall not exceed 10mm/s PPV for 95% of blast events and 15mm/s for 100% blast events when measured at the foundation of any building that will be occupied during the blast event when measured and assessed in accordance with the provisions of DIN 4150-3; 1999.

(b) Vibration from blast events shall not in any case exceed the limits specified in Condition 33 when measured at the foundation of any building when measured and assessed in accordance with the provisions of Condition 33.

32.5 For the purposes of 31.1, 32.2 and 32.3, a building is deemed to be occupied if there are persons inside only during the blast event (ie. if the occupants of a dwelling are out (eg. at work) during the blast event then the dwelling is deemed to be unoccupied).

32.6 Blasts must be performed at set times during the daytime only, between 9am and 5pm, Monday to Saturday only.



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32.7 Comprehensive vibration and air overpressure level predictions must be performed prior to every blast event.

32.8 Blasting shall not be carried out where overpressure levels are predicted to be above the Project Standards in 32.1 and 32.2 at any building. Blasting shall not be carried out where vibration levels are predicted to be above standards in Condition 32.4 at any building.

32.9 These criteria may be varied only by a Site Specific Construction Noise Management Plan (SSCNMP) that has been approved under Condition 37.

Condition Number 33: Project Standards - Construction Vibration

33.1 Construction vibration (including blasting) shall comply with the following Project Standards for building damage (unless otherwise provided for in a SSCVMP which is approved under Condition 38, 39 or 40)

Type of Structure	Short-term (transient) vibration ¹			Long-term (continuous) vibration
	PPV at the foundation at a frequency of			
	1-10Hz (mm/s)	10-50Hz (mm/s)	50-100 Hz (mm/s)	PPV at horizontal plane of highest floor (mm/s)
Commercial/Industrial	20	20 - 40	40 - 50	40
Residential/School	5	5 - 15	15 - 20	15
Historic or sensitive structure	3	3 - 8	8 - 10	8
				PPV at horizontal plane of highest floor (mm/s)
				10
				5
				2.5

33.1 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.

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

Condition Number 34: Project Standards - Construction Vibration (Amenity)

34.1 Between the hours of 10pm and 7am vibration generated by construction activities (excluding blasting) 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 $L_{Aeq}(15min)$ when measured in any bedroom.

34.2 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);

34.3 The limits in 34.1 and 34.2 shall only be investigated and applied upon the receipt of a complaint from any building occupant. They shall not be applied where there is no concern from the occupant of the building.

34.4 Where the limits in 34.1 and 34.2 are found (through measurement) to be exceeded then a SSCVMP shall be prepared for that receiver (Condition 38).

Condition Number 35: Project Standards-Media Works

35.1 The noise and vibration limits set out in Conditions 35.2 and 35.3 shall apply only during Sensitive Times. For the purposes of MediaWorks, Sensitive Times are defined as follows:

- (a) During scheduled live broadcasting
- (b) During emergency/breaking news live broadcasting
- (c) During scheduled recording sessions



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If the limits are complied with in Studio 1, the noise and vibration levels in all other Studios will be acceptable.

35.2 Noise Limits-Studios. The noise level (whether air borne or reradiated from ground vibration) from all construction sources as received inside Studio 1 shall not exceed 35dB LAeq (5 min) and 37 dB LAeq (1 sec). A 5dB penalty shall be applied to any construction noise that contains Special Audible Character, as defined and when assessed in accordance with NZS 6802:2008 "Acoustics – Environmental Noise". These limits apply to the construction component of the total noise, and shall be assessed only when the ambient noise level in Studio 1 complies with Condition 35.4.

35.3 Vibration Limits-Studios. For the protection of studio camera image quality, the construction vibration level as received inside Studio 1 shall not exceed 0.1mm/s PPV. This limit may be elevated by agreement of both the Requiring Authority and MediaWorks where image quality is found to be unaffected.

35.4 Noise level measurements of construction noise inside Studio 1 shall only be undertaken when the ambient noise environment is no greater than 28dB LAeq (5min).

35.5 Noise level measurements inside the studio shall be undertaken within 2m from, and at a similar height to, the microphone of the main presenter(s).

35.6 Noise level measurements inside the studio shall be undertaken with all doors to the studio closed.

35.7 For the protection of amenity, the construction vibration level as received in inside office areas, meeting rooms and technical suits shall not exceed 1mm/s PPV (as received on the floor of the receiving room) when those spaces are in use.

35.8 For the prevention of building damage, the construction vibration level shall not exceed the limits in Condition 33 at all times

35.9 For the protection of sensitive equipment, the construction vibration level shall not exceed 200mg (2m/s²) between 5-500Hz. Levels are to be measured on the floor supporting the Sensitive Equipment.

35.10 All noise and vibration measurements (except for continuous long term monitoring) inside Studio 1 shall be attended measurements undertaken by a suitably qualified and experienced expert.

Condition Number 36: 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 and notable receivers.

36.1 A Construction Noise and Vibration DWP shall be prepared. The objective of the Construction Noise and Vibration DWP is to provide a framework for the development and implementation of identified best practicable option to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting from construction.

36.2 The Construction Noise and Vibration DWP shall:

- (a) Adopt the noise and vibration standards for construction set out in Conditions 31, 32, 33 and 34 of these designations;
- (b) Be generally consistent with the draft Construction Noise and Vibration management plan submitted as part of the Notice of Requirement documentation (dated 23 August 2013); and
- (c) Identify methods to achieve best practicable option for mitigating adverse effects.

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

- (a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects;
- (b) That piling and road cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday;
- (c) Construction machinery and equipment to be used and their operating noise and vibration levels;
- (d) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 31, 32, 33 and 34;
- (e) The timing of construction activities that are likely to create an adverse noise and vibration effect
- (f) The location of sensitive noise and vibration receivers;
- (g) A record of communication and consultation with sensitive noise and vibration receivers. The record must include a clear explanation of 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;

- (h) Specific measures to address the concerns raised by those sensitive receivers;
- (i) Specific training procedures for construction personnel including:
 - (i) The project noise and vibration performance standards for construction (conditions 31, 32, 33 and 34);
 - (ii) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration receivers; and
 - (iii) Construction machinery operation instructions relating to mitigating noise and vibration;
- (j) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed to by the Requiring Authority and the affected receiver;
- (k) 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 46. This includes consideration of those buildings in Appendix One and Two to these conditions;
 - (iii) The timing and location for monitoring of buildings during construction is required (Note that the flow charts contained in Appendices B and C of Appendix J of the technical noise and vibration report provided as part of the Notice of Requirement should be used as a guide);
 - (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; and

(vii) Procedures for how works will be undertaken should they be required as a result of the building condition surveys;

- (l) Cross references to the specific sections in the Communication and Consultation Plan which detail how landowners and occupiers are to be communicated with around noise and vibration effects.

Condition Number 37: Site Specific Construction Noise Management Plan (SSCNMP)

For the avoidance of doubt, this condition does not apply to MediaWorks

37.1 The objective of a SSCNMP is to detail the best practicable option to avoid, remedy or mitigate adverse effects on a receiver resulting from construction noise that does not comply with the Project Noise Standards.

37.2 Further to the Construction Noise and Vibration DWP in Condition 36, a SSCNMP shall be prepared for any receiver or activity for which air overpressure is either predicted or measured to exceed the limits in Condition 32, or where construction noise is either predicted or measured to exceed the Project Noise Standards in Condition 31, except where the exceedance of the standards in Condition 31 is less than 5 decibels and does not exceed:

- (a) 0700-2200: 1 period of up to 2 consecutive weeks in any 2 months
- (b) 2200-0700: 1 period of up to 2 consecutive nights in any 10 days

37.3 For predicted exceedances of less than 5 decibels (refer 37.2) monitoring shall be undertaken to confirm the actual noise levels. If exceedance is shown to be more than 5 decibels, or the period exceeds those detailed, then a SSCNMP will be prepared.

37.4 In addition to the SSCNMPs prepared in accordance with Condition 37.2, and notwithstanding Condition 37.1, the Requiring Authority shall prepare SSCNMPs specifying the best practicable option for management, methods and measures to mitigate all noise effects for the properties located at:

- (a) 1 Queen Street (Lot 1 DP 165403);
- (b) 21 Queen Street (Lot 1 DP 67723);



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- (c) 29 Customs Street West (Lot/DP 77037);
- (d) 188 Quay Street (Lot 5 DP 63972 and Lot 1 DP 78340); and
- (e) 23-29 Albert Street (Lot 1 DP116724).

37.5 The SSCNMP will identify:

- (a) The extent to which noise may exceed the Project Noise Standards in Condition 31 or the overpressure limits in Condition 32;
- (b) The timing and duration of any exceedance;
- (c) Details of the type of activity causing any exceedance;
- (d) The summary of the communication and consultation undertaken with the receiver. The summary must include a clear explanation of where any comments have not been incorporated, and the reasons why not. This information must be included in the SSCNMP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11;
- (e) The methods and measures to mitigate noise effects, including but not limited to, potential to offer temporary relocation of affected receivers, alternative ventilation, façade sound insulation improvements, building condition surveys in the case of overpressure generated by blast events, or other offers made by the Requiring Authority and whether these have been agreed to by the affected receiver;
- (f) The reasons why the management and mitigation measures and methods reflect the best practicable option.

37.6 The SSCNMP shall be submitted for the review of Auckland Council as part of the Outline Plan. The works shall then be undertaken in accordance with the SSCNMP confirmed by the Requiring Authority as part of the Outline Plan.

Condition Number 38: Site Specific Construction Vibration Management Plan (SSCVMP)

For the avoidance of doubt, this condition does not apply to MediaWorks

38.1 The objective of a SSCVMP is to detail the best practicable option to avoid, remedy or mitigate adverse effects on a receiver resulting from vibration that does not comply with the Project Vibration Standards.

38.2 Further to the Construction Noise and Vibration DWP in Condition 36, a SSCVMP shall be prepared:

- (a) For any unoccupied building, structure or infrastructure for which construction vibration is either predicted or measured to exceed the Project Vibration Standards in Condition 33;
- (b) Where a complaint or concern is raised and the vibration level exceeds the amenity levels of Condition 34.2(a) and 34.2(b);
- (c) In response to other concerns or complaints where required (refer Condition 17).
- (d) For the properties listed in Condition 37.4

38.3 Where the amenity limits in Conditions 34.2(a) and 34.2(b) are exceeded:

- (a) Best practicable management of vibration must be applied; and
- (b) The vibration activity shall be scheduled to avoid disturbance. If this is not practicable then reasonable respite periods shall be provided to reduce vibration exposure.

38.4 The limits in condition 33 may be relaxed by a SSCVMP but only for a building, structure or infrastructure that has been assessed by a suitably qualified and experienced structural engineer and where it has been deemed to be capable of withstanding higher vibration levels without sustaining building or structural damage, and where appropriate vibration and building condition monitoring regimes are in place.

38.5 The SSCVMP will identify:

- (a) The timing and duration of any exceedance;
- (b) Details of the type of activity giving rise to any exceedance;
- (c) Site Specific vibration criteria that addresses the issue(s) of concern (i.e. building damage, amenity and sensitive equipment). Site Specific criteria shall be determined by a suitably qualified independent vibration expert;
- (d) The summary of the communication and consultation undertaken with the receiver. The summary must include a clear explanation of where any comments have not been incorporated, and the reason why not. This information must be included in the SSCVMP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11;
- (e) The methods and measures to mitigate vibration effects, including but not limited to, investigating alternative low-vibration



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construction methods, undertaking high-vibration works outside sensitive times, vibration barriers, building condition surveys, potential to offer temporary relocation of affected receivers, or other offers made by the Requiring Authority and agreed to by the affected receiver.

- (f) The reasons why the management and mitigation measures and methods reflect the best practicable option.

NOTABLE RECEIVERS

Condition Number 39: Notable noise and Vibration Receivers

For the avoidance of doubt, this condition does not apply to MediaWorks

39.1 Further to Condition 36, the Requiring Authority and its contractor, in conjunction with a suitably qualified expert, shall work collaboratively with each notable receiver during the preparation of a SSCNVMP to confirm the extent and management of adverse effects on each Notable Receiver.

39.2 In addition to the Construction Noise and Vibration DWP, a SSCNVMP shall be prepared for each identified Notable Receiver. The objective of the SSCNVMP is to detail the best practicable option to avoid, remedy or mitigate adverse noise and vibration effects on each Notable Receiver.

39.3 The Requiring Authority shall consult with the notable receiver throughout the duration of construction and update the SSCNVMP as required to achieve the objective in 39.2.

39.4 The SSCNVMP shall include:

- (a) The level at which noise and vibration effects on the notable receiver will unreasonably interfere with its operation. This will enable development of the site specific criteria. In the case of MediaWorks this is set out in Condition 40;
- (b) Construction activities and equipment which are likely to create adverse noise and vibration effects and the location and timing of these in relation to the notable receiver;
- (c) The methods and measures associated with the worksite including, but not limited to, structural mitigation such as barriers and enclosures, use of low noise and vibration machinery and the scheduling of high noise and vibration construction;
- (d) The methods and measures associated with the notable receiver building or operation including, but not limited to, potential for

isolation of sensitive areas and equipment, dampening of reradiating surfaces and temporary relocation of affected receivers that are proposed to minimise adverse noise and vibration effects on the notable receiver;

- (e) Details about the methods to be adopted by the Requiring Authority to minimise construction noise and vibration effects on the notable receiver and the anticipated effectiveness of those methods;

- (f) A summary of the communication and consultation undertaken with the notable receiver. The summary must include a clear explanation of where any comments have not been incorporated, and the reasons why not.

Offers made by the Requiring Authority to the notable receiver to mitigate effects and the response by the operators, such as relocation, and whether those offers were accepted or not by the notable receiver;

39.5 If the parties cannot agree on any of the matters above they shall each appoint a suitably qualified and independent expert, who shall jointly appoint an independent and suitably qualified third expert who shall certify the following matters to be included in the SSCNVMP:

- (a) The level at which noise and vibration effects on the notable receiver unreasonably interfere with its operation (the certified noise and vibration limit);
- (b) The mitigation methods and measures within the worksite (at source) including, but not limited to, structural mitigation such as barriers and enclosures, use of low noise and vibration machinery and the scheduling of high noise and vibration construction;
- (c) The mitigation methods and measures at the notable receiver including but not limited to: isolation of sensitive areas and equipment; dampening of reradiating surfaces; any response to such offers; and temporary relocation of affected receivers;
- (d) Whether or not the mitigation methods and measures reflect best practicable management; and
- (e) Whether or not the residual effects are likely to cause significant disruption to the activities of the notable receiver.

39.6 Following the above process the SSCNVMP shall be submitted for the review of Auckland Council as part of the Outline Plan. For the avoidance of doubt, the Requiring Authority shall not be entitled to make any changes to the SSCNVMP through the



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Outline Plan process following any agreement reached with the notable receiver and/or through the above certification process without the consent of the notable receiver. The works shall then be undertaken in accordance with the SSCNVMP confirmed by the Requiring Authority as part of the Outline Plan process.

Condition Number 40. Applies to Designation 6: Construction Noise and Vibration Management Plan – Mediaworks

40.1 The MediaWorks SSCNVMP shall identify high noise or vibration plant and machinery, and list the relevant items that require testing in accordance with Condition 40.4 and 40.7.

40.2 Prior to any demolition or construction commencing, the Requiring Authority shall undertake a noise survey to determine the Transmission Loss (TL) performance of the MediaWorks building envelope. This testing shall only be undertaken outside of Sensitive Times.

40.3 Prior to any demolition or construction commencing, the Requiring Authority shall undertake a vibration survey to determine the transfer function of the MediaWorks building structure from ground vibration outside the building to reradiated noise in Studio 1. This testing shall only be undertaken outside of Sensitive Times.

40.4 All high noise plant and machinery to be used at a location where it is predicted to generate noise levels in excess of 3dB below the limits specified in Condition 35.2 shall be tested prior to use, to determine its Sound Power Level (L_w) at a sufficient distance from the MediaWorks building to ensure compliance. These measured L_w s shall be used to predict the noise level at the MediaWorks façade(s) from proposed construction scenarios. The façade TL (refer Condition 40.2) shall then be applied to predict the noise levels in the relevant rooms.

40.5 All high noise plant and machinery may not be used until Condition 40.1 is satisfied taking into account the cumulative noise levels from active sources on the site.

40.6 The Requiring Authority and its contractor, in conjunction with a suitably qualified expert, shall work collaboratively with MediaWorks during preparation of a SSCNVMP to confirm the extent and management of adverse effects on MediaWorks.

40.7 The SSCNVMP shall set out the requirements for monitoring, the number of monitors, the instrument location, any adjustments necessary if a proxy position is required and any other procedures or requirements that are necessary. The data shall be

available in real time to the Requiring Authority, Auckland Council and MediaWorks.

40.8 Prior to the use of any high vibration equipment to be used at a location where it is predicted to generate vibration levels greater than 75% of the PPV vibration limits in Condition 35.3, 35.6, 35.7 and 35.8 or reradiated noise within 3 decibels of the limits in Condition 35.2 the Requiring Authority shall undertake vibration measurements at a sufficient distance from MediaWorks building to ensure compliance applying the transfer function required by Condition 10.3 to assess reradiated noise off site in a location with similar ground conditions or more than 100m away. These measurements shall be used to determine minimum set-back distances from the building to avoid potential exceedances of the vibration limits in Conditions 35.3, 35.6, 35.7 and 35.8. The results of the testing and the outcomes affecting construction operations shall be set out in the SSCNVMP.

40.9 The noise and vibration levels from construction shall be monitored to determine compliance with conditions 35.2, 35.3, 35.6, 35.7 and 35.8 continuously by automated vibration monitors located at positions that will represent the noise and vibration level in the relevant spaces and for the relevant vibration limits. The SSCNVMP shall set out the requirements for monitoring, the instrument location, any adjustments necessary if a proxy position is required and any other procedures or requirements that are necessary including methods to exclude extraneous sources. The data shall be available in real time to the Requiring Authority, Auckland Council and MediaWorks.

40.10 Monitoring to determine compliance or otherwise with Condition 35.6 relating to office amenity shall only be undertaken in response to complaints from MediaWorks. The measurements must be attended by a suitably qualified person.

40.11 The SSCNVMP shall set out corrective action measures that must be adopted in situations where any of the noise and vibration limits in Conditions 35.2, 35.3, 35.6, 35.7 and 35.8 are exceeded and where the noise and/or vibration levels are unacceptable to MediaWorks. The corrective action measures must include the following:

- (a) Immediate cessation of the work(s) that is giving rise to the exceedance;
- (b) A procedure to require the implementation of whatever measures are necessary to reduce the noise or vibration levels;



- (c) A monitoring procedure to determine compliance (once the remediation works are complete);
- (d) A requirement to ensure that the work(s) responsible for the exceedance are not recommenced during Sensitive Times;
- (e) A complaints procedure that is capable of effecting the immediate cessation of works including making a point of contact directly available 24 hours, seven days a week. .

40.12 If there is a disagreement between the Requiring Authority and MediaWorks as to the content of the SSCNVMP, they shall each appoint a suitably qualified and independent expert, who shall jointly appoint an independent and suitably qualified third expert who shall certify the matters set out in Condition 40.11 and any other matters in dispute in the SSCNVMP.

40.13 Following the above process the SSCNVMP shall be submitted for the review of Auckland Council as part of the Outline Plan. For the avoidance of doubt, the Requiring Authority shall not be entitled to make any changes to the SSCNVMP through the Outline Plan process following any agreement reached with MediaWorks and/or through the above certification process without the consent of MediaWorks. The works shall then be undertaken in accordance with the SSCNVMP confirmed by the Requiring Authority as part of the Outline Plan process.

BUILT HERITAGE/ARCHAEOLOGY

Condition Number 41: Historic Character - Built Heritage

41.1 The Historic Character DWP shall be prepared to manage the adverse effects on built heritage and archaeology that may result from associated works prior to, during, and after the construction of the City Rail Link or any part of it.

41.2 The objective of the Built Heritage section is to avoid, remedy or mitigate adverse effects on built heritage as far as reasonably practicable. To achieve the above objective, the following shall, as a minimum, be included in the built heritage section of the Historic Character DWP:

- (a) 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 heritage buildings and/or structures identified for demolition including the Griffiths Building, Beresford Toilets, Bluestone Toilets, and the rear annex to the building at 223-227 Symonds Street.

- (b) The proposed methods for monitoring building damage that is to be undertaken by a suitably qualified person for the duration of construction works. This includes confirming which Built Heritage buildings and structures are to be subject to a pre and post building condition survey through:

- (i) Using the updated predicted vibration contours undertaken in Condition 36;
- (ii) Reviewing those buildings in Appendix 2 to these conditions in accordance with Condition 46.1;
- (iii) Reviewing buildings within the designation footprint (including above sub-strata designation) or located in close proximity to identify buildings which have been recognised as having heritage value as a result of scheduling under the Historic Places Act 1993 or in the Auckland Unitary Plan.

- (c) Identification and methodology for recording of Built Heritage directly affected by the construction, or associated pre-and-post-construction works (i.e. within the surface designation footprint), which cannot be retained and / or adaptively re-used / partially retained. For the avoidance of doubt, the following buildings and structures may be demolished:

- (i) Bluestone Toilets (SCDP Category B);
- (ii) Beresford Toilets
- (iii) Rear annex to building at 229-231 Symonds Street; and
- (iv) Griffiths Building.

- (d) Identification and methodology for recording Built Heritage 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; or
- (iii) Built heritage elements have been integrated into other elements of the City Rail.
- (iv) In particular, the Requiring Authority shall explore the adaptive re-use of the buildings at 51-53 Victoria Street West (known as Martha's Corner building) with complete demolition only considered as a last resort. As guidance, an appropriate level of adaptive re-use could include retention of the façade on all street frontages or the utilisation and incorporation of elements of the building into the design:

- (e) How Built Heritage Buildings and Structures will be protected during construction through the use of screening or other protective



measures to mitigate adverse construction effects;

- (f) How mitigation or rectification of damage to Built Heritage Buildings and Structures will be addressed; and
- (g) Cross references to the specific sections in the Communication and Consultation Plan which detail how the Auckland Council Heritage Department, the New Zealand Historic Places Trust, and mana whenua (see condition 15) are consulted, and the communication with the general public on the management of the adverse effects relating to Built Heritage.

Condition Number 42: Historic Character - Archaeology

42.1A Historic Character DWP shall be prepared to manage the adverse effects on built heritage and archaeology that may result during construction of the City Rail Link or any part of it.

42.2 The objective of the Archaeology section of the Historic Character DWP is to avoid, remedy or mitigate adverse effects on archaeological remains during construction, as far as reasonably practicable.

42.3 To achieve the above objective the following matters shall be included in the Archaeology section of the Historic Character DWP:

- (a) Constructor roles and responsibilities, stand-down periods and reporting requirements are to be clearly identified;
- (b) How procedures for archaeological investigations and monitoring of preliminary earthworks are to be implemented in areas where there is potential for archaeological remains to be discovered;
- (c) Procedures for the discovery of, including accidental discovery of archaeological remains including:
 - (i) The ceasing of all physical construction works in the immediate vicinity of the discovery;
 - (ii) Practices for dealing with the uncovering of cultural or archaeological remains and the parties to be notified (including, but not limited to, appropriate iwi authorities, the Auckland Council Consents Monitoring officer, the New Zealand Historic Places Trust, and the New Zealand Police (if koiwi (human skeletal remains) are discovered);
 - (iii) Procedures to be undertaken before physical works in the area of discovery can start again, including any iwi protocols, recording

of sites and material, recovery of any artefacts, and consultation to be undertaken with iwi, Auckland Council Consent Monitoring officer and Heritage Unit, and with the New Zealand Historic Places Trust; and

(iv) Procedures for recording any archaeological remains or evidence before it is modified or destroyed, including opportunities for the conservation and preservation of artefacts and ecofacts (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 City Rail Link project. Consideration shall also be given to the provision for 'post-excavation' assessment analysis and publication of material within 24 months of completion of construction.

(v) Provision for 'post-excavation' archiving, assessment and analysis of the archaeological records and materials; publication of results of that work within 24 months of completion of construction assessment analysis and publication of material within 24 months of completion of construction.

- (d) Training procedures for all contractors are to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Historic Places Act 1993 if any sites or material are discovered;
- (e) Cross references to the specific sections in the Communication and Consultation Plan which details how the Auckland Council Heritage Department, the New Zealand Historic Places Trust, mana whenua (see condition 8) are consulted, and the communication with the general public on the management of the adverse effects relating to archaeology.

Condition Number 43. Applies to Designation 1: Historic Character - Heritage Advisory Group and Composition

43.1 The Requiring Authority must engage, at its expense, a panel of suitably qualified and experienced heritage experts to discharge the functions required by conditions 44 and 45. The Heritage Advisory Group will consist of three independent experts, whose members will not be directors or employees of the Requiring Authority, the New Zealand Historic Places Trust or the consent authority. The Heritage Advisory Group will comprise one nominee from the Requiring Authority, one nominee from the consent authority, and a third nominee appointed jointly by



the Requiring Authority's and consent authority's nominees.

43.2 Before establishing the Heritage Advisory Group the Requiring Authority shall seek the opinion of NZHPT on the appointment of the Heritage Advisory Group.

43.3 The Heritage Advisory Group may determine its own processes and procedures for conducting its meetings and performing its functions as it sees fit, including methods for ensuring any disagreements between panel members are resolved, and must meet as necessary to fulfil its functions. All costs associated with the role and function of the Heritage Advisory Group and appropriate administrative support must be paid by the Requiring Authority. If any member of the Heritage Advisory Group is unable to continue in the role for whatever reason, then a replacement member must be appointed using the process set out in this condition.

Conditions No 44 and 45 refer to Central Area District Plan Appendix 11

BUILDING CONDITION SURVEYS

Condition number 46: Process for Building Condition Surveys

46.1 Prior to construction, as a minimum those buildings listed in Appendix One and Appendix Two or identified pursuant to Condition 41.2(b) will be considered for a building condition survey. 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 types;
- (d) General building condition;
- (e) Proximity to any excavation;
- (f) Whether the building is earthquake prone; and

- (g) Whether any basements are present in the building.

46.2 Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 46.1, or if measurements exceed the criteria in Condition 33:

- (a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP;
- (b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report;
- (c) The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a 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 CRL 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, during the Building Condition Survey, determine whether the building is classified as Commercial / Industrial / School or a Historic



or sensitive structure in terms of Condition 33.

46.3 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 met by the Requiring Authority.

46.4 Following construction

- (a) The Requiring Authority shall, within 12 months of the commencement of operation of the City Rail Link, 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 City Rail Link, the Requiring Authority shall, at its own cost, rectify the damage; and

46.5 Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 46.3(b) or 46.4(b), such repairs shall be undertaken as soon as reasonably practicable and in consultation with the owner of the building.

URBAN DESIGN

Condition number 47: Urban Design Principles

47.1 The objective of the Urban Design DWP is to enable the integration of the CRL's permanent works into the surrounding landscape and urban design context.

47.2 An Urban Design DWP shall be developed to ensure that the areas within the designation footprint used during the construction of the City Rail Link are to be restored and the permanent works associated with the CRL are developed in accordance with urban design principles. The following Principles from the Urban Design Framework submitted as part of the Notice of Requirement documents will be used to inform the Urban Design and Landscape Plan:

- (a) Mana Whenua Principles – see Condition 49;

(b) Movement and Connections –

(i) Existing Networks - Structures of the CRL should not interrupt or adversely change the function of existing public open space, street networks and infrastructure.

(ii) Entrance Location - Station entrances should be clearly identifiable and conveniently located in relation to existing and anticipated main pedestrian routes and destinations.

(iii) Intuitive Orientation - The location and nature of structures resulting from the CRL (station entrances in particular) should facilitate intuitive orientation and support a legible street network.

(iv) Way Finding - Coherent signage should be utilised to aid intuitive orientation and way finding.

(v) Mode Integration - Spatial integration with bus stops as well as kiss and ride should be facilitated where possible without imposing on the quality of public realm.

(vi) Bicycle Parking – Appropriate numbers of safe bicycle storage or parking should be provided in each station environment.

(vii) Street Crossings - Safe pedestrian street crossings shall be provided in the immediate vicinity of station entrances to the extent practicable. The provision of level street crossings is preferable over any grade separated solutions.

(viii) Footpaths – Footpaths surrounding stations need to be adequate to provide for pedestrians entering and exiting the stations.

(ix) Grade separated rail crossings – Structures associated with grade separated rail crossings need to be carefully and sensitively designed and in accordance with crime prevention through environmental design principles to ensure appropriate amenity and safety are retained or achieved. Measures to achieve this may include

- a. Utilising permeable balustrades on over bridges
- b. Maximising the width of the footpath at grade in street reserves.
- c. Orientating any steps parallel to over-bridges
- d. Providing appropriate levels of lighting in accordance with the Auckland Transport Street Lighting Policy (Appendix 1) for “Pathways in high risk, high brightness areas”; and
- e. Treatment of the sides of ramps and footpaths to enhance visual amenity.

(x) Grade separated rail crossings – Permeable balustrades on overbridges should be re-



quired not only for crime prevention purposes but to enable views into the neighbouring sites. For clarity all balustrades comprised within Normanby Road grade separation works (as defined in condition 30.1(l)) shall be permeable including without limitation the ramp to be constructed into the site at 32 Normanby Road.

(c) Public Realm and Landscape –

(i) existing streetscape – structures of the crl should be designed to respect and contribute positively to the form and function of existing public open space.

(ii) universal access – station environments should promote universal access (e.g. footpath ramps and smooth ground surfaces).

(iii) safe environments – structures resulting from the crl should promote safe environments. the station entrances should release patrons into safe public spaces that are well lit at night, overlooked by other users (e.g. residents or workers) and have sufficiently wide and unobstructed footpaths.

(iv) reinstated surfaces - the design and construction of reinstated streetscapes should be coherent with the wider area and/or recent public realm upgrades in the area.

(v) station plazas - the design and construction of station plazas should be coherent with the wider area and/or recent public realm upgrades in the area.

(vi) public art - integration of art and design should foster local identity and character and reflect and/or interpret local characteristics

(vii) including natural heritage and mana whenua cultural narratives, history, art and particular traits of the local community.

(viii) landscape planting – plant species used in station environments and/or as part of landscape plantings should consider the opportunity to acknowledge the area's pre-human ecology as and where appropriate. this may include species which connect strongly with mana whenua cultural narratives.

(ix) entrances within the road reserve - designs for station entrances within the road reserve should be designed to consider the impacts upon other modes of traffic, including the expected pedestrian patronage.

(x) utility structures - above ground utility structures (e.g. vents, access services) should be designed to minimise any negative effect on

public realm. where possible these structures should be integrated with other buildings

(xi) where landscape planting is affected by construction works on private properties, re-planting and/or mitigation of any such landscaping shall be undertaken in consultation with those landowners, and in recognition of wider mitigation works required for those properties (e.g. vehicle parking and access requirements).

47.3 The Urban Design DWP shall show how these principles have been used to guide and influence the design of permanent works associated with the CRL, and how the design has responded or otherwise to these principles and initiatives.

47.4 The work to restore those areas within the designation footprint used during construction of the City Rail Link will occur as part of construction or within six months of the City Rail Link being operational.

Auckland Council Urban Design Panel

47.5 The Requiring Authority shall request the Auckland Council to refer the Urban Design DWP to the Auckland Urban Design Panel (or other equivalent entity (if any) at that time) and invite the Auckland Urban Design Panel to comment on:

- (a) The degree to which the Urban Design DWP has appropriately responded to the principles listed in 47.2 and 49.1;
- (b) The degree to which station plans have appropriately responded to the principles listed in Condition 54.1.

47.6 As part of the Urban Design DWP submitted, the Requiring Authority shall:

- (a) Provide a record of feedback received from the Auckland Urban Design Panel (or equivalent entity at that time);
- (b) Provide detail of how the Urban Design DWP has responded to any feedback received from the Auckland Urban Design Panel (or equivalent entity at that time) and, where they have not, the reasons why;
- (c) Provide detail regarding the degree to which the community stakeholder, affected party and affected in proximity party feedback has been considered and where applicable incorporated into design. Where feedback has not been incorporated, the Requiring Authority shall provide comment as to



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reasons why the feedback has not been incorporated;

- (d) The information set out in (a), (b) and (c) above must be included in the Urban Design DWP submitted to both the independent peer reviewer and Auckland Council as part of the Outline Plan.

Condition number 48: Mitigation Planting Requirements

48.1 The Urban Design DWP shall include any replacement planting proposed to mitigate the adverse effects of tree and vegetation removal from within the designation footprint. It is acknowledged that the mitigation of effects of tree and vegetation removal will be considered in response to the urban design principles of Condition 47.

48.2 Any landscaping included under the Urban Design DWP shall be implemented in accordance with this plan within the first planting season following the City Rail Link being operational. If the weather in that planting season is unsuitable for planting, as determined by the Auckland Council Consent Monitoring officer (in consultation with the Auckland Council Parks Department), the landscaping shall instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity shall be agreed by the Auckland Council Consent Monitoring officer.

48.3 The landscaping will be maintained by the Requiring Authority for a period of 5 years for specimen trees and 3 years for all other landscape planting.

Condition number 49: Engagement with Mana Whenua and the Mana Whenua Principles

49.1 The Urban Design DWP shall include:

- (a) How mana whenua (see Condition 8) have been engaged with during its development in relation to the implementation and interpretation of the Principles set out under Condition 47, and particularly in relation to the mana whenua principles set out below:
- (i) Mana / Rangatiratanga – As the original local authorities of Tamaki Makaurau, Iwi require high level Treaty based relationships with all key stakeholders including the Requiring Authority and Auckland Council which recognise their Tangata Whenua status in order to fulfil their roles as kaitiaki. Such partnership relationships can then inform engagement with AT / Council at all levels including direct involvement with design consortia. Relationships are required at gover-

nance and senior management levels. Such relationships are a precursor to actualising the other 6 principles.

(ii) Whakapapa – Names and genealogical connections – reviving names revives mana through Iwi connections to specific ancestors and events / narratives associated with them. An Iwi inventory of names associated with a given site can be developed so that the most appropriate names are identified to develop design, interpretation and artistic responses.

(iii) Tohu – Acknowledging the wider significant Iwi cultural land marks associated with the CRL route and their ability to inform the design of the station precincts, entrances and exits. In particular exploring opportunities to maximise view shafts to such tohu / land-marks as a way of both enhancing cultural landscape connections and as way finding / location devices.

(iv) Taiao – Exploring opportunities to bring natural landscape elements back into urban / modified areas e.g. specific native trees, water / puna wai (springs) – promoting bird, insect and aquatic life to create meaningful urban eco systems which connect with former habitats, mahinga kai (food gathering areas) and living sites.

(v) Mauri tu – Ensuring emphasis on maintaining or enhancing environmental health / life essence of the wider site – in particular focusing on the quality of wai / water (puna / springs), whenua / soil and air. In particular any puna or underground waterways encountered should be carefully treated with Mana Whenua assistance to ensure their mauri is respected and enhanced where possible. It is also important to minimise the disturbance to Papatuanuku through carefully planned ground works.

(vi) Mahi toi – Harnessing the Creative dimension through drawing on names and local tohu to develop strategies to creatively re-inscribe Iwi narratives into architecture, interior design, landscape, urban design and public art.

(vii) Ahi kaa – need to explore opportunities to facilitate living presences for Iwi / hapu to resume ahi-kaa and kaitiaki roles in and around the CRL route and new station precincts; and

- (b) A summary of the engagement with mana whenua (see Condition 15) and identification of where design has incorporated the mana whenua principles and other mana whenua aspirations. The summary must include a clear



explanation of where any comments have not been incorporated and the reasons why not. The summary must be included in the Urban Design DWP submitted to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan.

Conditions No 50 and 51 refer to Central Area District Plan Appendix 11

Condition Number 52: Applies to Designation 5. Newton Station area

52.1 For this designation the Urban Design DWP shall include restoration plans (showing how the following are to be restored following completion of the City Rail Link construction works) for those areas used for surface construction works within the designation footprint, including the construction yard located on the northeast corner of Mt Eden Road and Symonds Street.

Condition Number 53: Applies to Designation 6. North Auckland Line area

53.1 For this designation the Urban Design DWP shall include the following:

- (a) Restoration Plans showing how the worksite area will be maintained during the construction period.
- (b) Restoration Plans showing how the following are to be restored after construction completion:
 - (i) The replacement of Mt Eden Road Bridge;
 - (ii) The area used for the grade separation of Porters Avenue;
 - (iii) The area used for the grade separation of Normanby Road; and
 - (iv) The replacement of the pedestrian connection, to be provided over the railway, between Ngahura Street and Fenton Street, including a connection to the Mount Eden Station.

Condition Number 54: Applies to Designations 1,4 and 5. Station Plan Requirements

54.1 The Urban Design DWP shall include a Station Plan/s (report and design plan/s as required) and include the following:

- (a) The design details showing both the above ground and below ground elements of the station/s;
- (b) How the above ground and below ground design of the stations has taken into account the following principles:
 - (i) Overarching - stations should achieve a successful and memorable transport experience.

(ii) Function - stations will provide safe, functional and clear transport solutions.

(iii) Performance - stations will provide a credible, sustainable design outcome that responds to climate, site and social economics.

(iv) Personality - stations will provide an expression that contributes to their context and local identity and will respond to an appropriate network wide identity.

(v) Existing and New Building Structures.

(vi) Built Heritage:

- Where built heritage is required for City Rail Link station requirements, adaptive reuse strategies should be considered to preserve the building's role in establishing the streetscape and urban character.

- The development of new buildings and structures should minimise impact on, and disturbance of, Built heritage listed by the New Zealand Historic Places Trust or the Auckland Council District Plan that play a significant role in establishing the streetscape and urban character of the local area.

(vii) Bulk, Scale and Massing:

- Bulk, scale and massing of structures resulting from the City Rail Link (station buildings in particular) should be sympathetic with the surrounding built urban form.

- Aotea Station building frontages should correspond with the road reserve boundary unless a specific station plaza area is intended

- Karangahape Road station building(s) should be sensitively designed so as to contribute positively and to complement the good public realm and urban form qualities that currently exist in this area of Karangahape Road, Pitt Street and the upper end of Beresford Street.

- The redevelopment of land acquired for the Newton Station provides the opportunity for a continuous active building frontage to correspond with the road reserve boundary, providing:

- This does not conflict with the operation requirements of the station; or

- Unless a specific station plaza area is intended.



(viii)Active Frontage – Structures resulting from the City Rail Link should present an active frontage towards public spaces like streets, squares, pedestrian walkways or station plaza areas provided that this doesn't conflict with the operation requirements of the station. :

Where no active frontage is proposed, an explanation of the reasons shall be outlined in the Urban Design DWP.

(ix)Weather Protection – Where practicable, station entrances should provide some weather protection along their frontage (e.g. verandahs, awnings, canopies etc.) and these should be considered as part of the design.

(x)Identity – The design of the station entrances should provide an expression that reflects their respective context and local cultural identity. They could reflect, respond and/or interpret local characteristics like natural or Mana Whenua heritage, history, art, particular traits of the local community and unique architectural and urban forms of the area.

(xi) Construction Quality – The design and construction of structures resulting from the City Rail Link (station buildings in particular) should be of a quality that lasts over time. Materials should be selected that are highly durable, elegant and vandal resistant where they come into contact with patrons.

(xii)Mana Whenua Principles – see Condition 49.

(c) How these principles have been used to guide and influence the design, and how the design has responded, or otherwise, to these principles and initiatives; and

(d) A summary of the engagement with mana whenua (see Condition 15) and identification of where design has incorporated the mana whenua principles and other mana whenua aspirations into station design. The summary must include a clear explanation of where any comments have not been incorporated and the reasons why not. The summary must be included in the Urban Design DWP submitted to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan.

TREES AND VEGETATION

Condition Number 55: Trees and Vegetation DWP

55.1 A Trees and Vegetation DWP shall be prepared to manage the adverse effects from the removal of trees and vegetation during the construction of the City Rail Link or any part of it.

55.2 The objective of the Trees and Vegetation DWP is to avoid the removal of scheduled trees as far as practicable. Where trees are identified for removal in surface works the Requiring Authority will remedy or mitigate the adverse effects of construction on trees and vegetation.

55.3 To achieve the above objective the following shall be included in the Trees and Vegetation DWP and implemented as required:

- (a) Confirmation of the trees to be removed due to surface construction works and whether it is appropriate and feasible to relocate or store these trees for replanting. The removal of scheduled trees which form a significant group should only be undertaken as a last resort;
- (b) A list of trees, which due to being located in proximity to construction works, have root systems and / or foliage within and / or overhanging the surface designation footprint, and the methods to be used, where practicable, to protect these trees from construction works;
- (c) Cross references to the Urban Design DWP and the proposed mitigation of any tree / vegetation removal through replanting trees at a 1:1 ratio, re-instatement of the area, and other methods.. In preparing the Trees and Vegetation DWP, the Requiring Authority shall seek input from the Auckland Council Parks Department with regard to tree species / vegetation selection, tree pit construction where deemed necessary, and the positioning of replacement trees and from directly affected land owners with regards to preferences for any replacement planting for vegetation / trees removed from private property or for any replacement planting on private property;
- (d) Other methods to be used to monitor and report on the management of the adverse effects from tree / vegetation removal; and
- (e) Cross references to the specific sections in the Communication and Consultation Plan which detail how the Auckland Council Parks Department, mana whenua (see condition 8) are consulted, and communication with the general public on the management of the adverse effects relating to the removal of trees and vegetation.

Condition No 56 refer to Central Area District Plan Appendix 11

CONTAMINATED LAND

Condition number 57: Contamination DWP



57.1 A Contamination DWP shall be prepared to manage the adverse effects relating to contaminated land during the construction of the City Rail Link or any part of it.

57.2 The objective of the Contamination DWP is to avoid, remedy or mitigate the adverse effects of construction on human health which may result from the disturbance of contaminated materials during construction.

57.3 To achieve the above objective the following shall be included in the Contamination DWP and implemented as required:

- (a) A health and safety plan that addresses:
 - (i) Worker safety in relation to hazardous substances; and
 - (ii) Worker training with regard to handling hazardous substances, identifying potentially contaminated soil / material, and notification procedures for discovery of contamination;
- (b) Procedures for how erosion and sediment control, storm water, dust, and odour control measures will manage the removal of contaminated soil / material;
- (c) Procedures for contaminated soil classification, management and disposal of contaminated soil / material;
- (d) Where any trenches/excavations during civil works are to be sealed as a result of contamination and how this is to be recorded;
- (e) How and which work areas are to be restricted to authorised personnel only and procedures to limit the presence of ignition sources in these areas (e.g. no smoking within or adjacent to construction area, no welding or open flames near areas with high concentrations of hydrocarbon contamination);
- (f) Procedures for the monitoring and management of the removal of contaminated soil / material by a suitably qualified environmental specialist;
- (g) How the placement of re-used contaminated soil / material will be recorded and tracked
- (h) Where areas for stockpiling and storing contaminated soil / material will be established on the construction site and the procedures for managing the containment of the contaminated soil / material in these areas;
- (i) Cross references to the specific sections in the Communication and Consultation Plan which detail how the general public are to be communicated with on the management of the

adverse effects relating to the removal of contaminated soil / material.

Condition number 58: Contamination Validation Report at Completion of Construction

58.1 At the completion of construction works a validation report will be prepared in accordance with any Ministry for the Environment guidelines and submitted to the Auckland Council Consent Monitoring officer documenting the management of soil and evidence of appropriate disposal. The validation report shall include a record of all analytical results, volumes, tip dockets, and any incidents or complaints and how these were addressed. The validation report shall also identify any areas which need on-going monitoring and management by the Requiring Authority.

AIR QUALITY

Condition number 59: Air Quality DWP

59.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the City Rail Link or any part of it.

59.2 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.

59.3 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; and
- (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.

SOCIAL IMPACT AND BUSINESS DISRUPTIONS

Condition number 60:Property Management Strategy

60.1 The Requiring Authority will prepare a Property Management Strategy and shall submit the Strategy to Auckland Council within 3 months of the Designation being confirmed for confirmation that the Strategy has been prepared in accordance with this condition.

60.2 The purpose of the Strategy is to set out how the Requiring Authority will ensure the properties acquired for the City Rail Link are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area. The Strategy shall identify measures and methods to ensure the properties are managed in a manner that:

- (a) Does not significantly change the character, intensity and scale of the effects of the existing use of the land;
- (b) Maintains the condition of the property at that which existed at the time of purchase by the Requiring Authority;
- (c) Contributes to the functioning of the area within which the property is located;
- (d) Maintains occupancy as far as reasonably practicable; and
- (e) Provides confidence to occupants, adjoining property owners, and the community that the properties are managed responsibly pending construction.

Condition number 61:Social Impact and Business Disruption DWP

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

61.2 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 the loss and/or relocation of community facilities and the loss or change to catchments associated with these facilities as a result of



the property acquisition process particularly to the Chinese Community Centre and Life Centre Church and the temporary loss of car parking at Hopetoun Alpha will be mitigated; and

- (d) 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.

61.3 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 community services/facilities as a result of construction of the City Rail Link;
- (c) Assess access and servicing requirements and in particular any special needs of residents, community facilities and businesses; and
- (d) To develop methods to address matters outlined in (b) and (c) above, including:
 - (i) The measures to maximise opportunities for pedestrian and service access to businesses, residents and social services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking conditions (Conditions 25 to 30) 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 or parking options for access;
 - (v) Other measures to assist residents, businesses and social services/facilities to provide for service delivery requirements;
 - (vi) The process (if any) for re-establishment and promotion of normal business operation following construction;

(vii) If appropriate and reasonable, requirements for temporary relocation during construction and/or assistance for relocation (including information to communities using these services and facilities to advise of relocations); and

(viii) The measures to remedy and mitigate the disruption impacts to the community as a result of any closure and/or relocation of community services and facilities required by the Project.

61.4 The Social Impact and Business Disruption DWP shall include:

- (a) A summary of the findings and recommendations of the Social Impact Assessment report (2013);
- (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 61.3 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;
- (g) Details of best endeavours steps undertaken with regard to acquisition and/or relocation of the Chinese Community Centre and Life Centre Church under the Public Works Act 1981; and
- (h) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).

In relation to the site at 32 Normanby Road, the Requiring Authority shall consult with sub-lessees in the presence of the landowner and head lessee when



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developing site/business specific mitigation plans, unless the sub-lessee(s) request otherwise

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

61.7 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 11.

61.8 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 Groups.

Condition No 62 refer to Central Area District Plan Appendix 11

OPERATIONAL CONDITIONS

Condition number 63: Operational Rail Vibration

63.1 The Requiring Authority shall confirm that operational rail vibration and reradiated noise levels comply with the following Project Criteria at any noise or vibration sensitive receiver existing at the time of lodgement of the CRL NoR:

Building Type	Vibration Criteria PPV (mm/s)	Reradiated Noise Criteria (dB L_{ASmax} re: 20 mPa)
Commercial uses with primarily daytime use ¹	0.2	40
Residences and buildings where people normally sleep	0.15	35
Auditoria/Theatres ¹	0.1	30
TV/Recording Studios	0.06	25

Note:

- Such as offices, businesses, churches, schools, universities and libraries.
- This includes Albert Street District Court.

63.2 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 0.3 mm/s PPV and 50 dB L_{ASmax} respectively.

63.3 For the avoidance of doubt this does not apply to the North Auckland Line and Britomart Designations.

63.4 When assessing operational rail vibration and reradiated noise, compliance with Conditions 63.1 and 63.2 shall be achieved for at least 95% of any 20 consecutive train pass-by 'events'.

Condition number 64: – Mechanical Ventilation Plant

64.1 Operational noise from mechanical ventilation plant servicing the underground rail sections of the City Rail Link 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	
	11:00pm to 7:00am	60	75
Auckland Isthmus Area	7.00am to 10:00pm	60	
	10:00pm to 7:00am	55	75

64.2 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".

64.3 For the avoidance of doubt this does not apply to the North Auckland Line and Britomart Designations.

Condition number 65: Operational Noise and Vibration Management Plan (ONVMP)

65.1 To manage the adverse effects from the maintenance and operation of the City Rail Link, the Requiring Authority shall, prior to the operation of the CRL, 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



APPENDIX B (PLANNING MAPS)

the Requiring Authority's maintenance programme for the City Rail Link, so that operational noise and vibration levels received at noise sensitive receiver locations, and vibration levels comply with Conditions 63 and 64.

65.2 The ONVMP shall set out procedures for:

- (a) 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;
- (b) 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;
- (c) The implementation of mitigation measures associated with the operation and maintenance of the City Rail Link, for the operational life of the City Rail Link;
- (d) 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); and
- (e) 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.

65.3 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.

65.4 For the avoidance of doubt this does not apply to the North Auckland Line and Britomart Designations.

Condition number 66: Refers to Designation 6. Operational Noise and Vibration Management – MediaWorks

66.1 At least six months prior to the opening of the CRL, the Requiring Authority shall provide a report from a suitably qualified noise and vibration expert to Auckland Council's Compliance Monitoring Manager and to MediaWorks. The report shall confirm the trackform mitigation applied to the project has been designed to ensure that operational noise will not exceed the levels as set out in Condition 63.

66.2 The Requiring Authority shall implement continuous vibration monitoring on the tunnel structure on the East Link Down Main line within 20m of the closest point of the CRL tunnel to Studio 1 to determine compliance with Condition 63 during the operation of the CRL (but only for so long as MediaWorks remains located at the MediaWorks site). The monitoring regime shall:

- (a) Be based on PPV measurements;
- (b) Ensure that measurement equipment and signal chain complies with the manufacturers guidelines for accuracy and calibration;
- (c) Capture every train pass-by on the line which may be triggered by vibration level radio frequency tag, interrupted beam or any other practicable triggering method;
- (d) Ensure the retention of the PPV data for every train pass-by on the line;
- (e) Ensure the transmission of PPV data for every train pass-by to the Requiring Authority at an interval not exceeding 48 hours between data uploads to enable records to be viewed and interrogated as required without requiring access to the monitoring location;
- (f) Ensure that the Requiring Authority, Auckland Council's Compliance Monitoring Manager and MediaWorks are alerted to PPV values exceeding a value at the tunnel monitoring location that corresponds to 90% of the limits specified in Condition 63.1 for TV/Recording Studios to enable the Requiring Authority to instigate preventative maintenance of tracks and rolling stock with the aim of avoiding exceedences of the noise and vibration limits at the MediaWorks building.

The ONVMP required by Condition 65 shall set out the method for determining the transfer function between the tunnel monitoring location and the floor of Studio 1, and what the vibration trigger level is (based on measurements on the tunnel structure) for investigation and corrective action measures relative to Condition 66.2(f) above. The transfer function shall be accurately determined prior to the railway becoming operational using the tunnel monitoring location and the floor of Studio 1.

66.3 Condition 63 shall be complied with at the MediaWorks building for the life of the CRL.

66.4 Noise shall be measured in accordance with the requirements of NZS6801:2008 Acoustics - Measurement of Environmental Sound. Vibration shall be measured in accordance with the requirements of German Standard DIN 4150-3:1999



APPENDIX B (PLANNING MAPS)

Structural vibration - Effects of vibration on structures.

66.5 In the event of any exceedance of any noise or vibration limit in Condition 63 during Sensitive Times (as defined in Condition 35.1) measures to reduce the noise or vibration below the relevant limit in Condition 63 shall be implemented as soon as reasonably practicable.

ADVICE NOTES

AN1The Requiring Authority will require an Authority under the Historic Places Act 1993 to destroy, damage or modify any archaeological site. This Authority is required in advance of earthworks commencing in the area where the archaeological site is located. It is expected that there will be staged Section 12 Authority applied for to cover the earthworks programme. In the event of unanticipated archaeological sites or kōiwi being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with the Historic Places Trust and relevant iwi interests.

AN2The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 land acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.

AN3Prior 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.

AN4Under 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 Rail Link without the written approval of the Requiring Authority.

AN5Some 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 *Refers to NoR 6.* 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.

For the avoidance of doubt, the Requiring Authority shall obtain the written consent of the Minister of Corrections in accordance with section 177 of the RMA for any work authorised by the City Rail Link designation on the Mt Eden Corrections Facility site at 1 Lauder Road.

AN7 *refer to Central Area District Plan Appendix 11*

AN8 *Refers to Designation 6.* Works required to connect the City Rail Link to the North Auckland Rail Line occurring within the North Auckland Rail Line designation are separate to this designation and are covered under the North Auckland Line Rail designation.



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Appendix One to Designation Conditions (Designations 1, 2, 4, 5 and 6)

Condition 36 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 vibration and settlement. Note that those buildings classed in the “heritage” category are covered under the Appendix Two below. In accordance with condition 46, at a minimum building condition surveys shall be considered for the following buildings:

No	Address	Property Known As
23	153 Newton Road	Beatnik
24	10 Flower Street	Eden Terrace Apartments
25	1 Akiraho Street	Eden Oaks
43	22 Dundonald Street	Soundcraft Ltd
44	3 Flower Street	TV3 Building
45	32 Normanby Road	Commercial Building
46	3 Enfield Street	Horse and Trap
48	1 Ngahura Street	Auckland Boxing Association

Appendix Two to Designation Conditions (Designations 1, 2, 4, 5 and 6)

Condition 41 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 46, at a minimum building condition surveys shall be considered for the following buildings:

No	Address	Property known as
56	151 Newton Rd	Retail/Recording Studio
57	206-208 Symonds Street	Cheapskates/Penny Farthing Bike Shop
58	210 Symonds Street Retail	French Café
59	215 Symonds Street	Edinburgh Castle Building
60	221 Symonds Street	
61	224 Symonds Street	Former Post Office
62	227 Symonds Street	
63	231 Symonds Street Retail	
64	233 Symonds Street	
65	235 Symonds Street	
66	237 Symonds Street	
67	239-241 Symonds Street	

68	243 Symonds Street	
69	245 Symonds Street	
70	249 Symonds Street	
71	253 Symonds Street	
72	1-13 Mt Eden Road	
73	15-17 Mt Eden Road	
74	21 New North Road	
75	14 New North Road	Villa Dalmacija
77	59 Alex Evans Street	St Benedict's Church
78	1 – 9 St Benedicts Street	St Benedict's Presbytery
79	6 St Benedicts Street	Residential
81	Beresford Square	Forrester's Hall

End of section

