

**D01-01 WASTEWATER PURPOSES,  
RESERVE END OF SAUNDERS  
PLACE**

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.

**D01-02 BUILDING LINE FOR ROAD  
WIDENING, PATIKI ROAD AND  
ROSEBANK 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.

**D04-01 CARRINGTON ROAD, PT  
CHEVALIER, OAKLEY HOSPITAL  
MAIN BUILDING, (UNITEC - 1995)**

See Diagram D04-01

Refer also to [APPENDIX 1](#) to the Plan Text "Schedule of Buildings, Objects, Heritage Properties or Places of Special Value and those subject to Heritage Orders."

**D04-03 WATERVIEW PRIMARY SCHOOL,  
HERDMAN 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.

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.

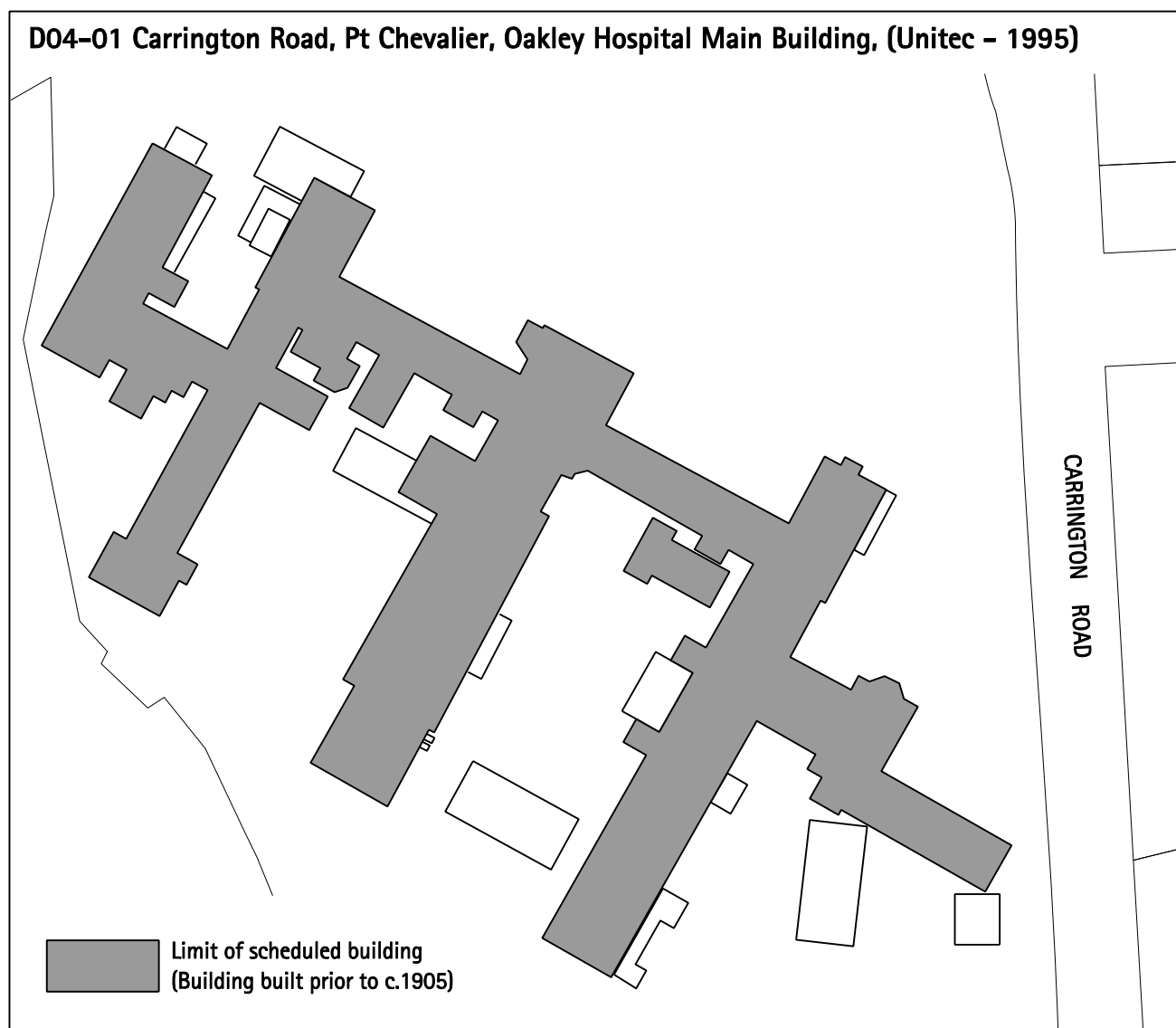
Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

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.

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.





**D04-04 GLADSTONE PRIMARY SCHOOL,  
CARRINGTON 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.

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.

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 buildings shall be constructed on the school property within 10m of the school's northern boundary unless this is provided for by means of a subsequent designation or an alteration under section 181 of the Act.
5. No new or additional building shall project beyond a building envelope contained by a 35° recession plane from points 2m above the common side boundary of 152 Carrington Road (Lot 1, DP140099) and 150 Carrington Road (Gladstone Primary School) unless:
  - a. This is provided for by means of a subsequent designation or alteration under section 181 of the Act; or
  - b. Written consent is obtained from the owners and occupiers of 2/152 Carrington Road.
6. No additional buildings shall be constructed on school property within 8m of the northern side boundary of 152 Carrington Road (Lot 1, DP140099) unless:
  - a. This is provided for by means of a subsequent designation or alteration under section 181 of the Act; or
  - b. Written consent is obtained from the owners and occupiers of 2/152 Carrington Road
7. The entry to the carpark at 150 Carrington Road (former Pt Lot 23 Allot 34) shall be chained or otherwise secured against unauthorised access between the hours of 10.00pm and 7.00am Monday to Friday and during weekends and public holidays.
8. No security lights shall be positioned along the southern wall of the classroom block at 150 Carrington Road (former Pt Lot 23 Allot 34) or be located in such a manner that there is direct illumination into 152 Carrington Road.
9. 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.

#### **D04-04A GLADSTONE PRIMARY SCHOOL, 4-6 SEAVIEW TERRACE**

The Stage 1 development on 4-6 Seaview Terrace shall be in accordance with the Stage 1 drawings by Halstead Adams Ltd and numbered by the Council as 97/179/1. Development shall be in accordance with the following conditions -

1. Except for the changes which shall be made in order to give effect to the conditions numbered that follow, the activity shall be carried out in accordance with the notice of requirement and supporting documents approved by the Council as part of that notice of requirement.
2. All access, parking and manoeuvring areas shall be formed, provided with an all weather surface, drained and marked out to the satisfaction of the Manager: Isthmus Policy and Projects, prior to the activity commencing.
3. An amended parking layout plan showing adequate manoeuvring space for all six car parks in accordance with the dimensions specified in [PART 12 - TRANSPORTATION](#) of the Auckland City Proposed District Plan (Isthmus Section) shall be provided to the satisfaction of the Manager: Isthmus Policy and Projects, prior to construction commencing.
4. A sign shall be placed and maintained at the entrance to the parking area stating the exclusive availability of those parking spaces to staff during school hours. The sign shall not exceed 0.5m<sup>2</sup> in area and is to be erected prior to the activity commencing.
5. The carpark shall be chained or otherwise secured against unauthorised access between the hours of 6pm and 7.30am Monday to Friday, and during weekends and public holidays.
6. A 1.8m high solid acoustic fence or wall shall be erected along the entire length of the boundary shared with 2 Seaview Road prior to the commencement of construction on the site. Plans showing details of the fence construction shall be approved by the Manager: Isthmus Policy and Projects prior to its construction.
7. The excavations shall be supervised by a Registered Engineer engaged by the requiring authority.
8. That the requiring authority shall implement suitable sediment control measures during all earthworks to ensure that all stormwater run off from the site is managed and controlled to ensure that no silt, sediment or water containing silt or sediment is discharged into stormwater pipes, drains, channels or soakage systems in accordance with the Proposed Auckland City District Plan (Isthmus Section)



## APPENDIX B (PLANNING MAPS)

**ANNEXURE 14** Guidelines for sediment control. These measures shall remain in place until the completion of the development.

9. To prevent contamination of drains with water containing soil sediment there shall be no stock piling of excavated material on the site. Any surplus excavated material (except where this is to be re-used on the site) shall be removed from the site and deposited in an approved land fill.
10. Earthworks involving mechanical digging equipment and/or commercial earth moving equipment shall be restricted to the hours of between 7.30am to 6.00pm Monday to Friday and 8.00am to 1.00pm Saturday, excluding Sundays and public holidays. This is to ensure residential amenity is maintained for surrounding neighbours.
11. Noise arising from construction work shall comply with noise controls as outlined under Rules **4A.1.D(a)** to (f) of the Proposed Auckland City District Plan (Isthmus Section).
12. During construction there shall be no movement of heavy trucks to or from the site between the hours of 8.00-9.00am, or 3.00-4.00pm, Monday to Friday, except during school holidays.
13. The requiring authority shall implement suitable measures, (for example construct a wheelwash or other measures outlined in **ANNEXURE 14** of the Proposed Auckland City District Plan (Isthmus Section) ), to prevent the deposition of earth on the surrounding streets from trucks bringing fill onto the site and removing excavated material as directed by the Manager: Isthmus Policy and Projects. In the event that material is deposited on the street, the requiring authority shall take immediate action at their own expense, to clean the street. The measures shall remain in place until the completion of the development.
14. The dust emission from any site work shall not exceed the controls contained in **PART 4 - GENERAL PROVISIONS AND PROCEDURES** of the Proposed Auckland City District Plan (Isthmus Section). In order to prevent the dispersal of dust and other particles from adversely affecting adjoining sites, the requiring authority shall dampen the area of earthworks so that the emission of dust and other particles is minimised. In the event that material is deposited on the street, the requiring authority shall take immediate action at their own expense, to clean the street.
15. Subject to Condition 11 above, noise levels shall comply with Clause **10.8.2.6 NOISE CONTROL AT THE RESIDENTIAL ZONE INTERFACE** of the

Auckland City Proposed District Plan (Isthmus Section).

16. A detailed landscape plan, including an implementation and maintenance programme, shall be submitted to and approved by the Manager: Isthmus Policy and Projects prior to any works commencing on the site.
  - (i) The plan shall include details of the plant sizes at the time of planting and intended species. Such a plan is to include appropriate measures for the screening of the carparking from the road; for screening the development from the adjacent site at 1/10 Seaview Terrace; and for planting along the boundary with 1/10, 2/10 and 3/10 Seaview Terrace.
  - (ii) The landscaping plan shall be implemented and maintained in accordance with the approved landscaping plan within the first planting season following the completion of the works on the site.
  - (iii) A processing charge of \$80.00 is payable to the Council plus any further actual and reasonable charges relating to the landscape plan.
  - (iv) The \$80.00 (inclusive of GST) charge is to be paid as part of the requirement fee, and the requiring authority will be advised of any further processing charges as they fall due and such charges are to be paid within one month of the date of the invoice.
17. Development shall comply with the 'building in relation to boundary control' as set out in Clause **10.8.2.2 BUILDING IN RELATION TO BOUNDARY** of the Auckland City Proposed District Plan (Isthmus Section).
18. The requiring authority shall pay the Council a consent compliance monitoring charge of \$200.00 dollars (inclusive of GST), plus any further monitoring charge or charges to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this designation. (This charge is to cover the cost of inspecting the site, carrying out tests, reviewing conditions, updating files, etc, all being work to ensure compliance with the conditions).

The \$200.00 dollar (inclusive of GST) charge shall be paid as part of the requirement fee and the requiring authority will be advised of the further monitoring charge or charges as they fall due. Such further charges are to be paid within one month of the date of invoice.
19. 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.



Advice Notes

1. The applicant needs to obtain all other necessary consents and permits, including those under the Building Act 1991.
2. A copy of these conditions should be held on site at all times while the works which the requirement relates to are being carried out.
3. The requiring authority is requested to notify the Council, in writing, of their intention to begin works prior to commencement. Such notification should be sent to the Manager: Isthmus Policy and Projects and include the following details:
  - name and telephone number of the project manager and site owner;
  - site address to which the consent relates;
  - activity to which the consent relates;
  - expected duration of works.

By notifying the Council of the intended start date this will enable cost effective monitoring to take place. The requiring authority is advised that additional visits and administration required by Council Officers to determine compliance with designation conditions will be charged to the requiring authority on an actual and reasonable basis.

4. All storage of materials and loading and unloading of equipment and plant associated with the construction shall take place within the site boundaries unless otherwise approved by the Council.
5. This consent does not relieve the requiring authority of its responsibility to apply for any other consents which may be required by the Auckland Regional Council.

**D04-07 BUILDING LINE - GREAT NORTH RD**

Development to be in accordance with the following -

- (i) That Council (or any succeeding Requirement 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;
- (ii) 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.
- (iii) 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.

**D04-08 COUNCIL CARPARK, HUIA 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 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.

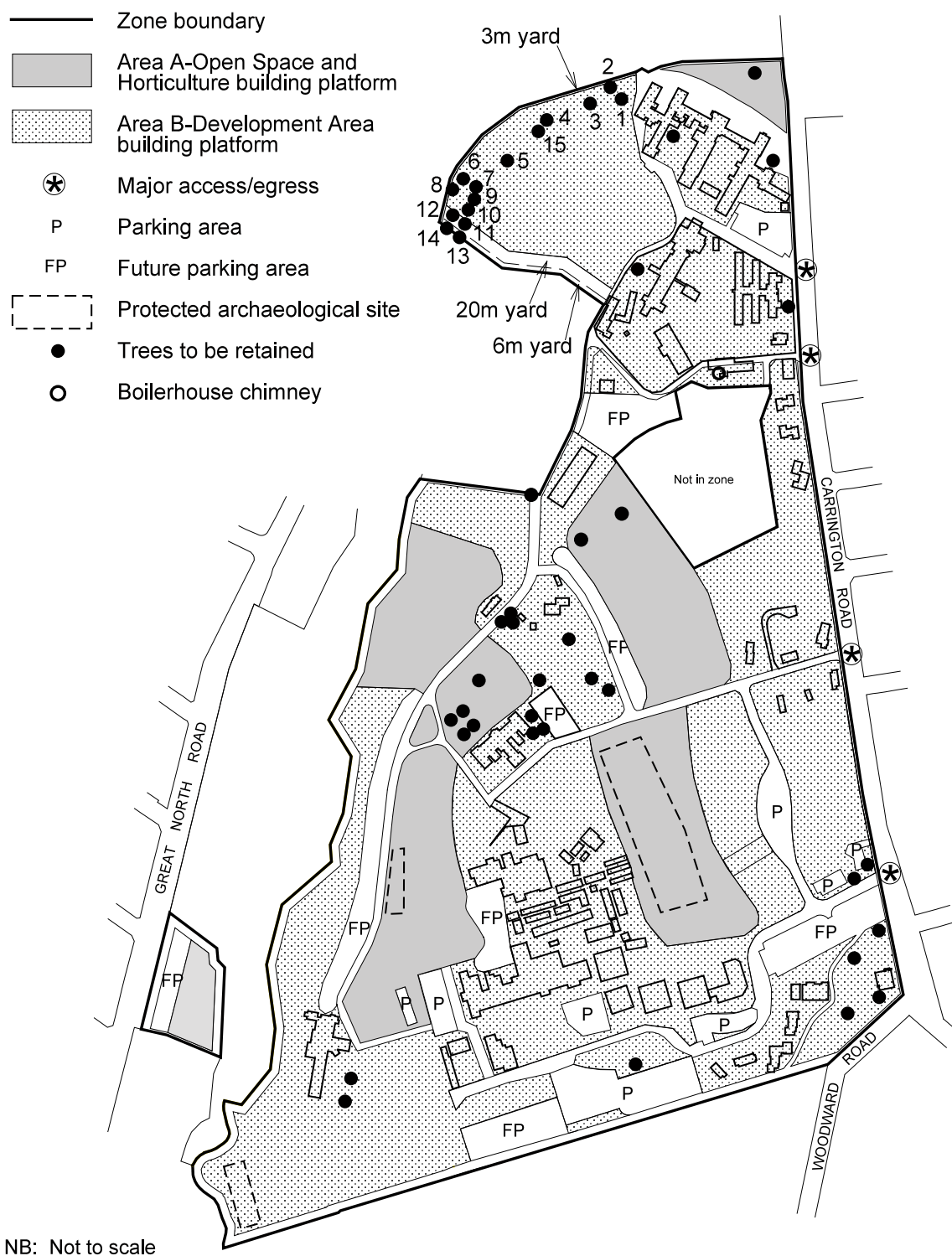
**D04-09 COUNCIL CARPARK, PARR ROAD (NORTH)**

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.



D04-10 Concept Plan - Special Purpose 2 Zone - Unitec





**D04-10 CONCEPT PLAN - UNITEC****DOMINANT ACTIVITY: TERTIARY EDUCATION****PERMITTED ACTIVITIES**

- Carparking areas as shown on the Concept Plan.

**AREA A**

- Open space including horticulture, buildings used for recreation, sports grounds and playing fields, and associated facilities.

**AREA B**

- Educational facilities.
- Facilities associated with UNITEC amenities including common rooms, restaurants, cafes, healthcare, cultural and welfare services, childcare, retail facilities.
- Mixed educational and commercial activities where there is joint use by the student and commercial community of resources for education purposes (this would include the sale of services and products related to courses or services provided).
- Places of assembly and ancillary restaurants, cafes and eating places.
- Residential accommodation for people whose duties require them to be resident on the site and student residential accommodation.
- Restaurants, cafes and eating places associated with primary use of the site.

**CONTROLLED ACTIVITIES**

- Antenna and associated telecommunications or broadcasting transmission and receiving equipment attached to the existing boilerhouse chimney with a face greater than 1.5m<sup>2</sup> and within a cylindrical volume of 2.2m radius beyond the outer surface of the existing boilerhouse chimney.

**DISCRETIONARY ACTIVITIES**

- If as a result of monitoring checks, any one of the following traffic indicators relating to vehicles associated with UNITEC are found to be exceeded, then any proposed activity classified as a permitted activity which may increase staff and/or student numbers shall be treated as a discretionary activity.

**Traffic Indicators Relating to Vehicles Associated with UNITEC**

- (i) Percentage of vehicles associated with UNITEC in relation to the sum of all vehicles crossing the cordon as shown in Diagram 1 of this Concept

Plan at the following intersections during peak hours from Monday to Friday

Carrington Road/Great North Road, Carrington Road/Woodward Road, Carrington Road/New North Road

7:30-9:00 am maximum 12 percent

4:00-5:30 pm maximum 12 percent

- (ii) Number of vehicles associated with UNITEC, parking on roads in the vicinity of the UNITEC campus every hour from 6:00 am to 5:00 pm from Monday to Friday up to a maximum of 100 at any one time

As part of the Transport Management Plan (refer to Explanation in this Concept Plan) the number of vehicles associated with UNITEC will be monitored/surveyed by UNITEC, Auckland City and independent consultants as specified by the Transport Management Plan and reported twice per year to the UNITEC Transport Management Plan Liaison Group.

- Carparking areas not shown on the Concept Plan.
- Conferences, meetings and receptions on the site and not associated with the Polytechnic and facilities designed to cater for them.

**DEVELOPMENT CONTROLS**

All development is subject to the development controls contained in Clause [10.8.1 ALL SITES SUBJECT TO CONCEPT PLANS IN THE SPECIAL PURPOSE 1 AND 2 ZONES](#) of the Plan, except where otherwise specified below.

1. **Building Platform**

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

2. **Maximum Height**

RL 47.0 above DOSLI datum provided that this shall not preclude attaching telecommunications or broadcasting transmission and receiving equipment to the existing boiler house chimney shown on Concept Plan D04-10 as a permitted activity with the exception that any dish or other effectively solid antenna with a face greater than 1.5m<sup>2</sup> should be a controlled activity. For both permitted and controlled activities all equipment and antennae should be contained entirely within a cylindrical volume of 2.2m radius beyond the outer surface of the existing boilerhouse chimney.



## APPENDIX B (PLANNING MAPS)

### 3. Building in Relation to Boundary

- Western stream boundary  
2m plus the shortest horizontal distance (2m + d) between that part of the building and the edge of the special purpose zone nearest the stream edge.
- Eastern boundary  
7m plus 0.3 times the shortest horizontal distance (d) between that part of the building and the edge of the special purpose zone along the Carrington Road site boundary.
- Other boundaries  
2m plus 0.4 times the shortest horizontal distance (d) between that part of the building and the nearest zone boundary (0.4 x d) excluding the boundaries of the Public Health Site, Laundry Complex shown on Concept Plan D04-13.

### 4. Building Coverage

35%.

### 5. Yards

On land abutting residential and open space zones: 10m.

Along the common boundary between UNITEC and the Public Health Site: 6m. Provided that the area between 6m and 20m from the common boundary will be set aside for either landscaping or future ground level parking as shown on the Concept Plan D04-10.

All other yards: 3m.

### 6. Landscaping

The boundary abutting residential zoned land to the south shall be screened, landscaped and maintained to a minimum width of 3m in such a manner to create and preserve a good standard of visual amenity.

### 7. Tree Protection

In addition to any tree scheduled in the Plan for protection, trees located on the site are protected in accordance with the provisions of [PART 5C - HERITAGE](#)

The following trees (referenced to the Tree Inventory Plan) have been identified on the concept plan for retention:

No	Species
1	Pohutukawa
2	Pohutukawa
3	Pohutukawa
4	Cabbage tree
5	Oak
6	Ni Hibiscus
7	Karaka
8	Oak
9	Oak
10	Oak
11	Oak
12	Oak
13	Oak
14	Oak
15	Pohutukawa

### 8. Heritage Items

Refer to [PART 5C - HERITAGE](#) for provisions regarding the scheduled heritage item with the exception of the following:

For the scheduled building on map reference D04-01, demolition of the whole of the scheduled building is a prohibited activity. This definition does not preclude the demolition of minor parts or elements of the scheduled building necessary for changes or additions to the place, where such changes or additions do not detract from those features for which the item has been scheduled in the District Plan and do not adversely affect the heritage value(s) as delineated in a Conservation Plan for the item meeting the terms of [5C.7.1.2C CONSERVATION PLANS](#) which has been approved in writing by the Council.

### 9. Parking

- (a) Parking on the UNITEC campus east of Oakley Creek shall be limited to a maximum of 1 parking space per 3 EFTS (equivalent full time students) plus 1 parking space per 3 FTE (full time equivalent) staff based on the UNITEC campus.
- (b) UNITEC shall ensure that there is no need for persons not being students or staff covered by (a)





above attending or visiting the campus to park their vehicles on adjacent residential or arterial roads. This may be achieved by providing parking on the campus up to the maximum prescribed above and by initiating other methods to manage transport demand. To ensure that this is given effect to, the on-site parking shall be measured and the incidence of on-street parking on roads in the vicinity of UNITEC resulting from the Institute's operation shall be monitored once per semester and the results forwarded to the Council.

#### 10. Access

Access from Mark Road and Rhode Avenue shall be restricted to pedestrians only.

No vehicles shall reverse from the campus onto a principal or arterial road.

#### Explanation

*The dominant activity of the site is to provide education and training programmes associated with a Polytechnic Institute which satisfy present and future educational and economic needs of industry and commerce. The present number of over 6,000 full-time equivalent students and staff on the campus is expected to increase. It is recognised that this is a substantial community with its own on-site servicing requirements.*

*A distinctive operating characteristic of UNITEC is the maintenance of links with industry and commerce coupled to a strong entrepreneurial orientation. The latter will enhance education and training opportunities beyond those funded by the Government. Businesses on campus will be linked with education.*

*Open space and cultural facilities form an important part of the development of the campus. There are significant areas of vegetation which are recognised as important to conserve. Cycleways and footpaths within the site will be designed to be used by the public and link with other parts of the District.*

*The UNITEC Transport Management Plan (UNITEC Institute of Technology and Auckland City, 1999) has been prepared because the existing road network accessing the UNITEC campus is limited in its ability to accommodate higher traffic flows generated by an increase in people on the site. Heavy reliance on private motor vehicles by UNITEC students and staff creates a high demand for parking resulting in parking spilling over onto adjacent streets. The traffic and parking situation will worsen as a result of ongoing growth in UNITEC's roll if there is continued reliance on private motor vehicles. Increases in student and staff numbers must therefore be accompanied by measures being introduced by UNITEC to reduce reliance on private*

*motor vehicles as a means of transport and to minimise the increase in peak period traffic generation.*

*The objectives are as follows -*

- (i) *To reduce reliance on private motor vehicles travelling to and from the UNITEC campus.*
- (ii) *To increase the proportion of staff and student trips made by public transport, walking, cycling and ride sharing.*
- (iii) *To stabilise the proportion of UNITEC traffic contributing to peak period flows through the intersections at each end of Carrington Road.*
- (iv) *To reduce the peaks in UNITEC traffic generation to achieve more even traffic flows through the day and the year.*
- (v) *To avoid UNITEC parking occurring in residential streets or arterial roads in the vicinity of the UNITEC campus.*

*To achieve these objectives the following general types of method could be implemented -*

- *Extending UNITEC activities over a larger part of the day/week/year.*
- *Integrated timetabling across faculties.*
- *Providing on campus and off campus (close proximity) residential accommodation.*
- *Introducing charges for on-site car parking.*
- *Providing financial incentives for students who do not require on-site parking.*
- *Providing a subsidy for public transport use.*
- *Operating a free shuttle bus service through the campus and to local destinations (Pt Chevalier shops, Mt Albert shops and railway station).*
- *Operating a carpooling scheme.*
- *Lobbying for improved bus services.*
- *Improving pedestrian and cycle access to the campus, including the provision of lockers, showers and cycle racks in strategic locations.*

*The performance of these methods will be monitored in accordance with the UNITEC Transport Management Plan. Monitoring shall be undertaken by Auckland City and UNITEC under the supervision of the UNITEC Transport Management Plan Liaison Group, made up of representatives of UNITEC and Auckland City (including Transport Planning, City Planning and Auckland City Environments). A formal meeting of the group will be held on a 6 monthly basis, but more frequent meetings may be held to consider the results of monitoring. The primary function of the group is to review on an ongoing basis, the suitability and effectiveness of methods for*



## APPENDIX B (PLANNING MAPS)

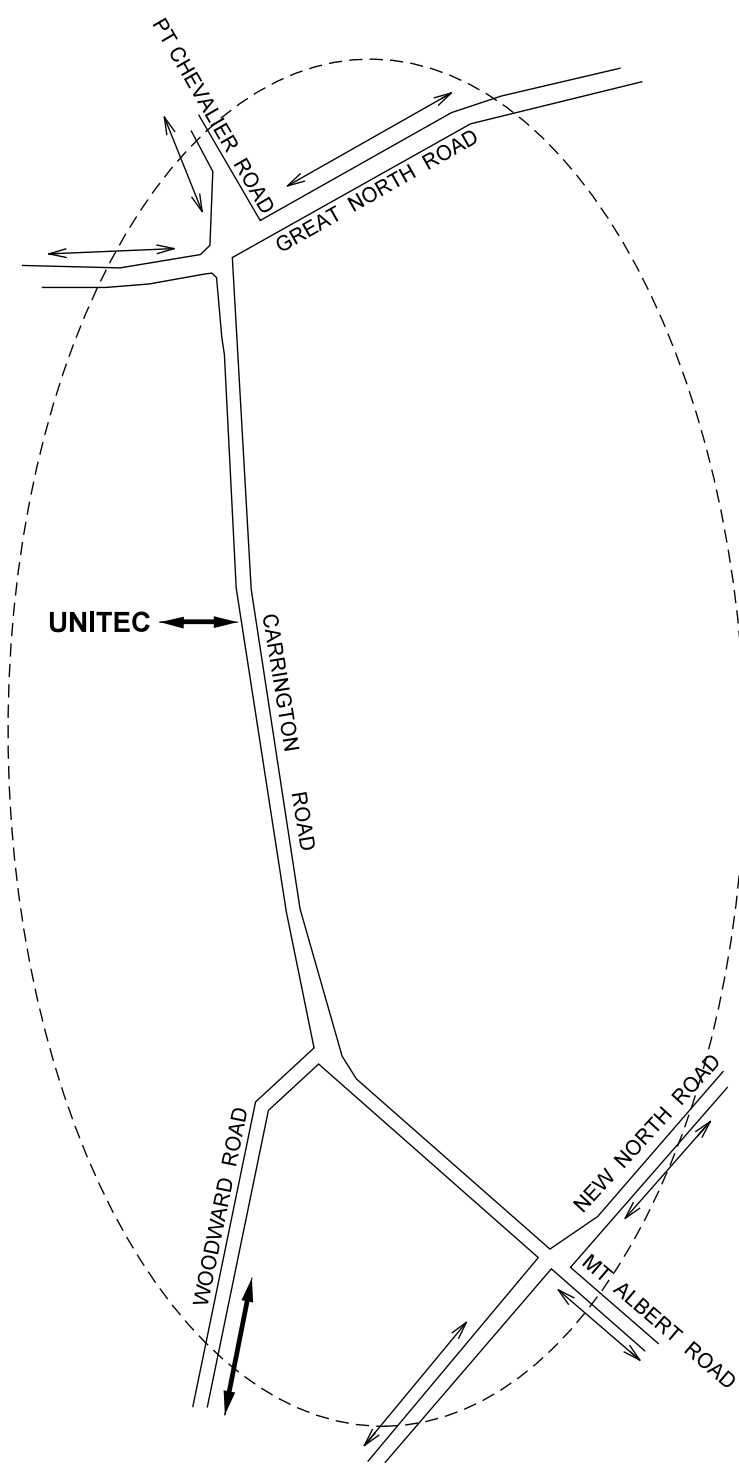
managing transport demand. In carrying out this function, the group will review the results of monitoring which includes but is not limited to the following monitoring schedule -

- *Carrington Road* 24 hour traffic flow once per semester
- *Intersections* Flows at the Carrington Road/Great North Road, Carrington Road/Woodward Road and Carrington Road/New North Road intersections once per semester
- *UNITEC entrances* Hourly flows and number of occupants at all entrances once per semester
- *Neighbourhood parking* Parking on roads in the vicinity of the UNITEC campus every hour from 6:00 am to 5:00 pm Monday to Friday once per semester
- *On-site parking* Ratio of on-site parking spaces to EFTS/staff numbers once per semester
- *Use of shuttle bus service* Monitoring bus occupancy on entry and exit from campus once every week
- *Subsidies for public transport* Number of people obtaining subsidies and level of subsidies provided once per semester
- *Discounts for not commuting by car* Number of people obtaining discounts and level of discounts given once per semester.

The monitoring surveys shall be timed so that, if required, two additional representative surveys could be carried out within the semester.



D04-10 Diagram 1, Intersections for Traffic Indicator



## APPENDIX B (PLANNING MAPS)

*If monitoring indicates that a particular method or combination of methods is not proving to be effective in achieving the objectives, then the way in which methods are implemented may be changed, particular methods may be abandoned, and/or new methods introduced. If monitoring indicates that the peak traffic periods are spreading beyond the times specified under the first traffic indicator (i), then these monitoring periods could be extended appropriately.*

*If as a result of monitoring checks, any one of the key traffic indicators specified under the discretionary activity provisions of this Concept Plan are exceeded, there could be up to two additional representative surveys undertaken within the semester. Any application which increases staff and/or student numbers could be put on hold until measurements are completed. The activity would then be determined to be discretionary or permitted based on the final measurement.*

*Collectively, the transport management objectives, the implementation of methods for managing transport demand and the ongoing monitoring and review of these methods constitute a transport management plan for UNITEC. The management plan forms the control for adverse traffic and parking effects associated with UNITEC's growth. Methods for managing transport demand will be implemented by way of an Annual Implementation Programme, agreed by the UNITEC Transport Management Plan Liaison Group in October prior to the commencement of the following academic year. The programme will outline details of each method in terms of specific actions and their timing.*

*Access to and from the site will be restricted to a identified locations to avoid disruption of traffic flows. Of particular concern is access to the site from the Great North Road. Conditions may be set to control traffic to and from the site in this location to avoid disrupting the traffic flow along the Great North Road. Traffic management techniques may be required on Carrington Road to ensure the smooth flow of traffic.*

### **Criteria for Assessing Applications for Resource Consent**

In addition to the matters set out in Clause 10.7.2.3 **DISCRETIONARY ACTIVITIES**, any discretionary activity will be assessed having regard to the UNITEC Transport Management Plan and will include assessment of effects on the surrounding roading network and the need for parking on the UNITEC campus.

#### **D04-11 COMMUNITY CENTRE, HUIA 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. Eleven parking spaces shall be provided on the site, with at least three of these available for the community house function. These spaces shall be designed and located to the satisfaction of the Council.
  3. Activities in the community house shall cease by 11:00 pm each day from Sunday to Thursday (both inclusive) and by midnight on Fridays and Saturdays.
  4. The 1.8m high fence of permanent materials on western boundary of Nos. 18 and 20 Huia Road and the northern boundary between Nos. 20 and 22 Huia Road shall be maintained to the satisfaction of the Council.
  5. The front of the building shall be landscaped to the satisfaction of the Council.
  6. The provision of parking and landscaping in accordance with the above conditions shall be deemed to fully implement the designation. The designation shall otherwise lapse in 2 years time, subject to any extensions which may be granted in accordance with Section 184 of the Resource Management Act 1991.
  7. 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.

#### **D04-12 CONCEPT PLAN - PUBLIC HEALTH SITE, SUTHERLAND BLOCK**

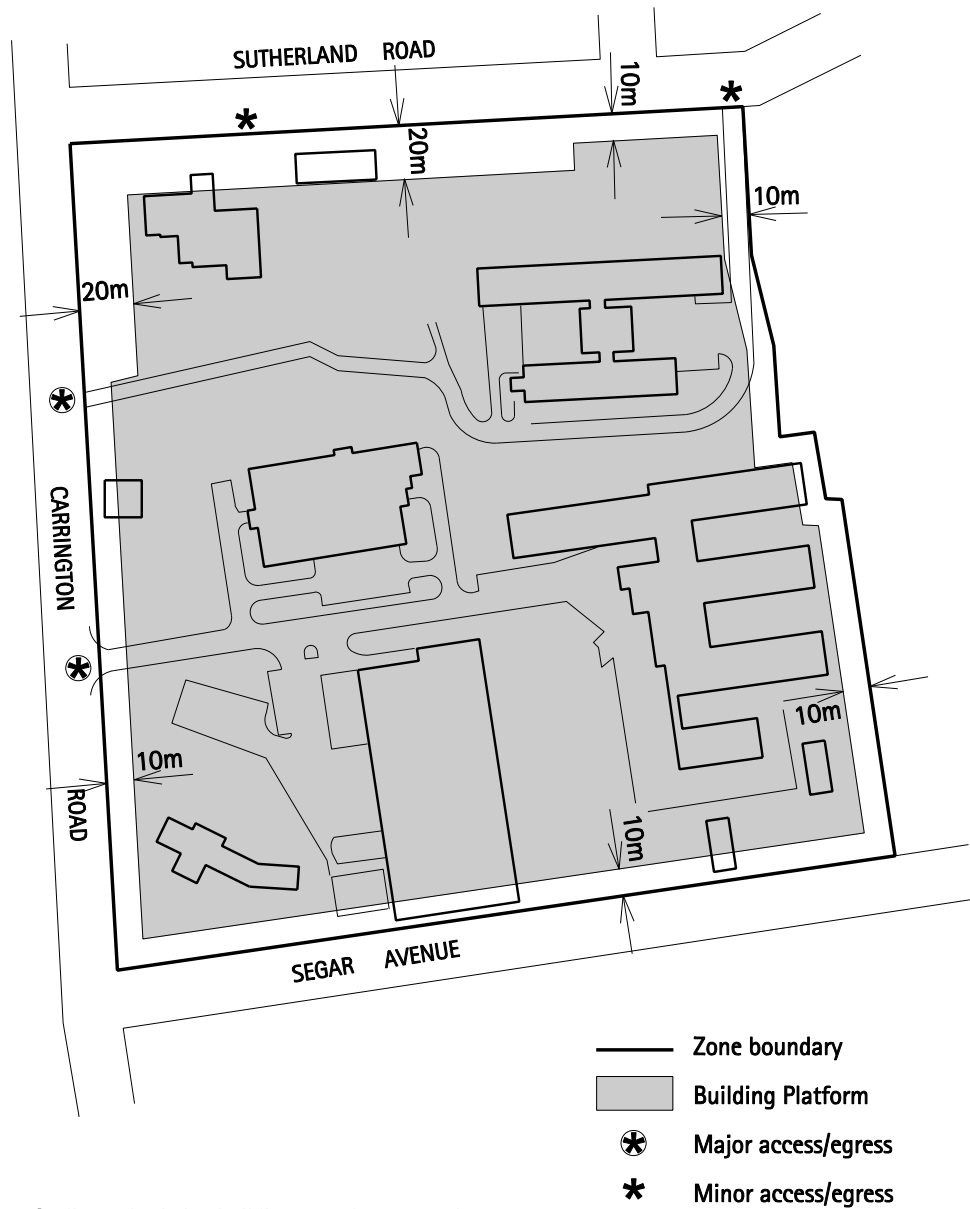
##### **DOMINANT ACTIVITY: HOSPITAL AND HEALTH SUPPORT SERVICES**

##### **PERMITTED ACTIVITIES**

- Ambulance facilities
- Carparking areas and buildings
- Community welfare facilities
- Healthcare services
- Hospital
- Libraries
- Offices associated with the primary use of the site.



## D04-12 Concept Plan – Special Purpose 1 Zone – Public Health Site, Sutherland Block



Note: Outlines of existing buildings are shown merely to assist users with locations on the site and have no restrictive or permissive purpose



## APPENDIX B (PLANNING MAPS)

- Residential accommodation associated with the primary use of the site
- Care centre
- Storage and distribution activities

### **DISCRETIONARY ACTIVITIES**

- Manufacturing, warehousing and distribution of goods associated with health and services.

### **DEVELOPMENT CONTROLS**

All development will be subject to the development controls contained in Clause [10.8.1 ALL SITES SUBJECT TO CONCEPT PLANS IN THE SPECIAL PURPOSE 1 AND 2 ZONES](#) of the Plan, except where otherwise specified below.

#### 1. Building Platform

The building platform is limited to the building platform illustrated on the Concept Plan diagram.

#### 2. Maximum Permitted Height

8m

#### 3. Yards

Southern and eastern boundaries: 10m

Northern and western boundaries: 10-20m as shown on Concept Plan D04-12.

#### 4. Maximum Building Coverage

35% of the site

#### 5. Maximum Paved Impermeable Surface

25% of the site

#### 6. Maximum Landscaped Permeable Surface

40% of the site

### **Explanation**

*The dominant activities provided for on the site are support administration for health service, rehabilitation of patients with mental and physical disabilities, and manufacturing, warehousing, and distribution of goods associated with healthcare services.*

*The provisions for the site are designed to ensure that the bulk and location of building does not adversely affect surrounding residentially zoned properties. They are also designed to retain the "park-like" setting which affords a high-level of amenity to the immediate neighbourhood.*

### **Criteria for Assessing Applications for Resource Consent**

In addition to the matters set out in Clause [10.7.1.3 DISCRETIONARY ACTIVITIES](#) the following matters are of concern -

1. Scale of Activity. The scale and intensity of activity given the close proximity of residential areas.
2. Traffic Generation. There shall be no adverse effect on the adjoining roading network, in particular, heavy duty vehicles should use Carrington Road for access and egress.

## **D04-13 CONCEPT PLAN - PUBLIC HEALTH SITE, LAUNDRY COMPLEX**

### **DOMINANT ACTIVITY: PUBLIC HEALTH REGIONAL LAUNDRY COMPLEX**

### **PERMITTED ACTIVITIES**

- Ambulance facilities
- Care centres
- Carparking areas and buildings
- Community welfare facilities
- Healthcare services
- Hospital
- Laundry and associated activities
- Libraries
- Residential accommodation associated with the primary use of the site.

### **DEVELOPMENT CONTROLS**

All development is subject to the development controls contained in Clause [10.8.1 ALL SITES SUBJECT TO CONCEPT PLANS IN THE SPECIAL PURPOSE 1 AND 2 ZONES](#) of the Plan, except where otherwise specified below.

#### 1. Building Platform

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

#### 2. Maximum Permitted Height

12m, except existing structures maybe reconstructed or altered provided the buildings do not exceed the present height as shown on the Concept Plan.

#### 3. Yards

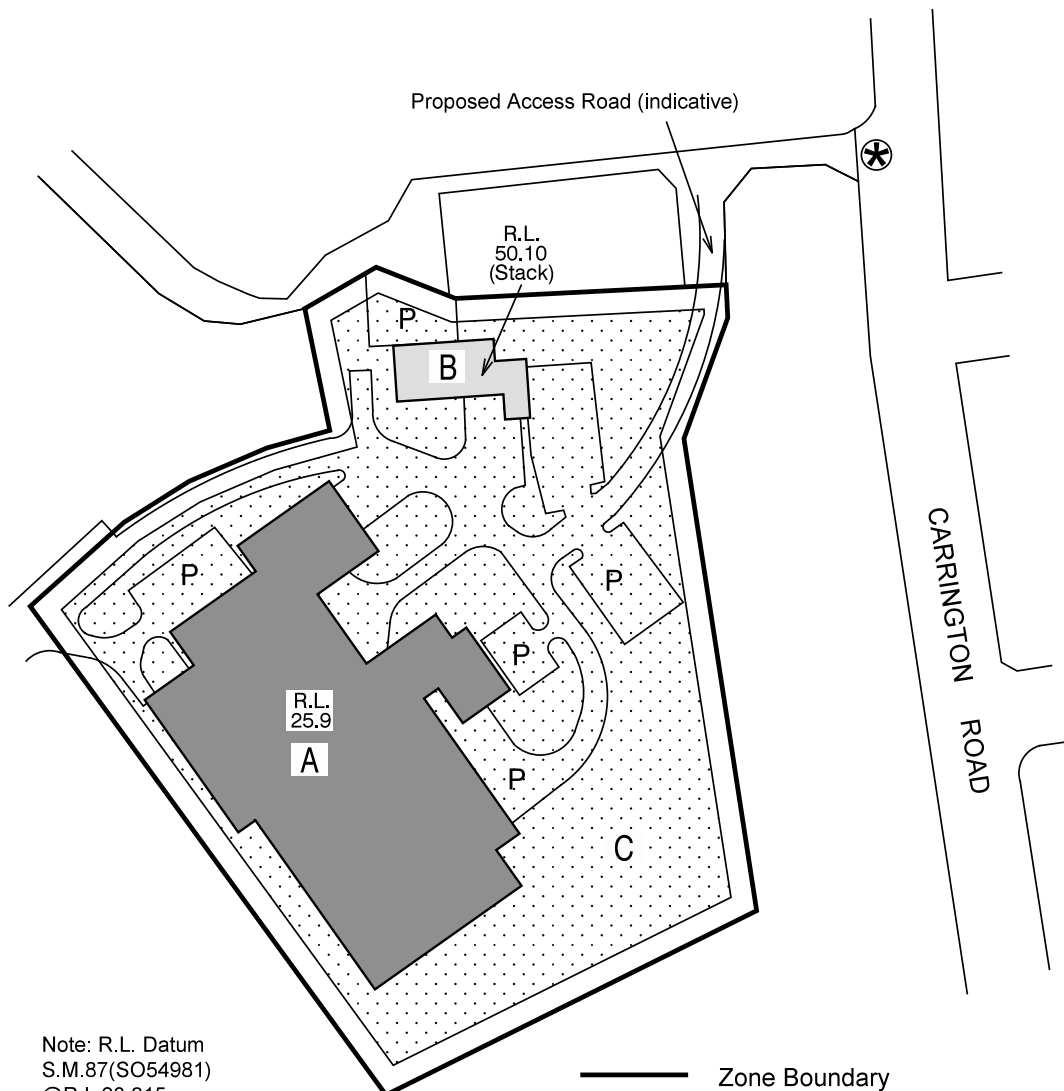
6m

All yards should be landscaped and maintained in such a manner as to create and preserve a good standard of visual amenity. The requirement for satisfactory landscaping will be deemed to be met by the provision of a 3m wide strip of landscaping adjoining the length of the required yard's boundary.




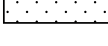






D04-13 Concept Plan - Special Purpose 1 Zone - Public Health Site, Laundry Complex



Note: R.L. Datum  
S.M.87(SO54981)  
@R.L.23.815  
(CNR Carrington/Segar Roads)

-  Zone Boundary
-  Area A Building Platform
-  Area B Building Platform
-  Area C Building Platform
-  Parking Area
-  Major Access/Egress



## APPENDIX B (PLANNING MAPS)

### 4. Maximum Building Coverage

35%.

### 5. Parking

Additional parking spaces shall be required for any increase in gross floor area. These shall be assessed in accordance with the standards set out in [PART 12 - TRANSPORTATION](#). These standards do not apply to buildings for garaging of vehicles and stand alone storage facilities and laundry activities. The garaging and storage shall be assessed at a ratio of 1 space per 65m<sup>2</sup> and the laundry activities will be assessed at a ratio of 1 space per 50m<sup>2</sup>.

The minimum number of spaces presently available on the site is 77. No development shall reduce the number of parking spaces presently available on the site.

### 6. Screening

All outdoor storage, refuse disposal or service areas should be screened by a solid wall not less than 1.8m in height constructed of concrete, brick, stone, timber or such other material as approved.

### Explanation

*The dominant activity provided for on the site is a laundry which functions on a regional basis. The site is surrounded by Carrington Polytechnic and because of the industrial nature of the activities a buffer yard has been provided for. The existing height limits are in excess of surrounding buildings but because the site is located well below Carrington Road the buildings are relatively obscured from view. As a result the height limit reflects this in that it preserves the existing height if the site were to be redeveloped.*

## **D04-14 CONCEPT PLAN - PUBLIC HEALTH SITE, MENTAL HEALTH BLOCK**

### **DOMINANT ACTIVITY: HOSPITAL (MENTAL HEALTH)**

### **PERMITTED ACTIVITIES**

- Ambulance facilities
- Care centres
- Carparking areas
- Community welfare facilities
- Healthcare services
- Hospital (including forensic unit)
- Residential accommodation associated with the primary use of the site

## **DEVELOPMENT CONTROLS**

All development is subject to the development controls contained in Clause [10.8.1 ALL SITES SUBJECT TO CONCEPT PLANS IN THE SPECIAL PURPOSE 1 AND 2 ZONES](#) of the Plan, except where otherwise specified below.

### 1. Building Platform

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

### 2. Maximum Permitted Height

12m.

### 3. Maximum Building Coverage

35%.

### 4. Yards

On land abutting open space zones: 8m

All other yards: 3m

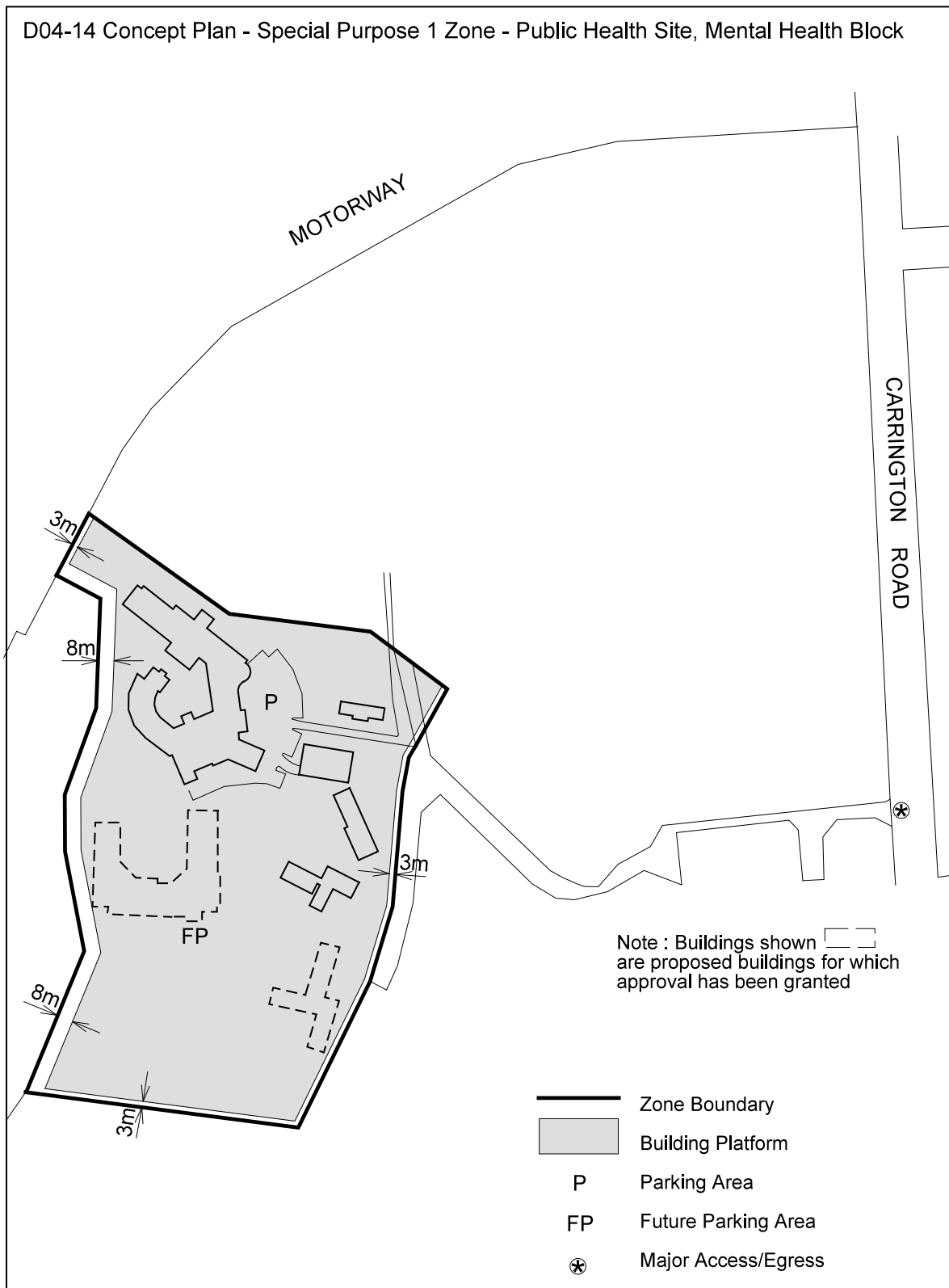
### 5. Tree Protection

Trees on the site are protected in accordance with provisions of Clause [5C.7.3.3C GENERAL TREE PROTECTION](#).

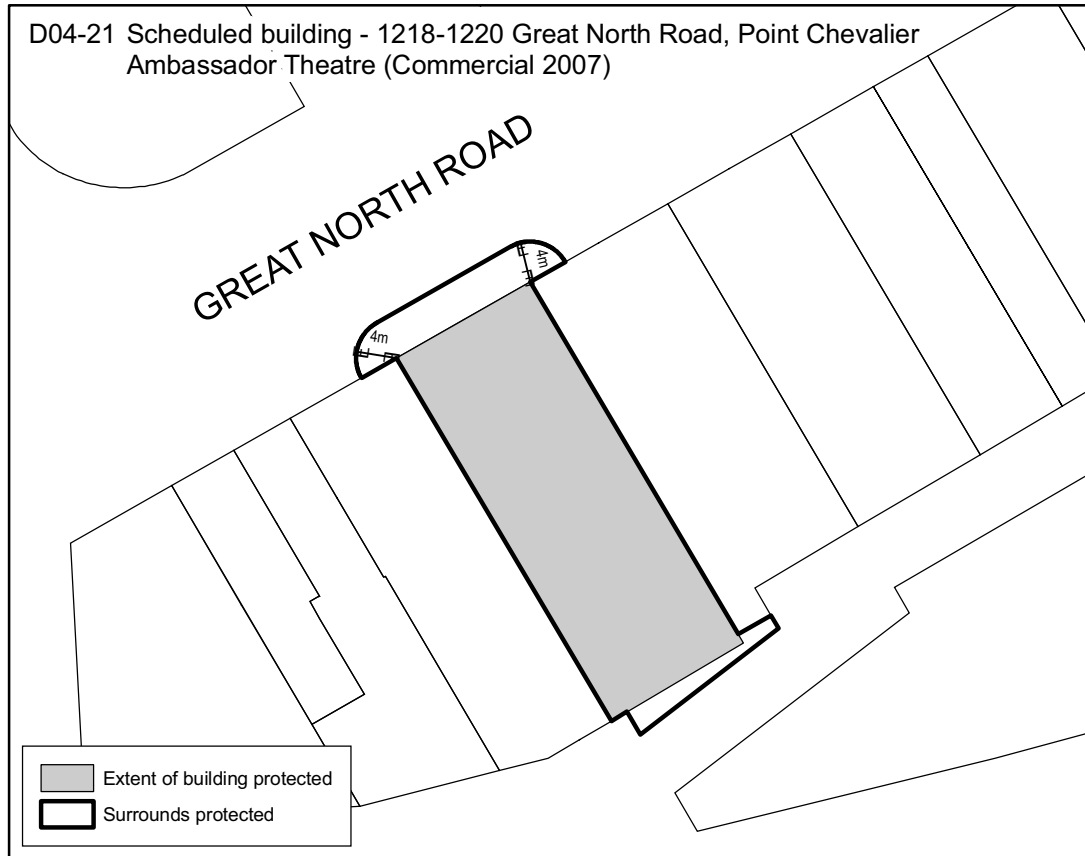
### Explanation

*The dominant activity provided for on the site is a hospital and the activities associated with a hospital and health related activities. The site shares a common boundary with the Carrington Polytechnic and because the hospital caters for mental health patients a buffer yard is required for any new development to reflect the close proximity of the two activities.*





**D04-21 SCHEDULED BUILDING - 1218-1220  
GREAT NORTH ROAD, POINT  
CHEVALIER, AMBASSADOR  
THEATRE (COMMERCIAL 2007)**



**D04-22 WESTERN RING ROUTE -  
WATERVIEW CONNECTION, FROM  
GREAT NORTH ROAD UNDERPASS  
TO GREAT NORTH ROAD  
INTERCHANGE**

**General Designation Conditions**

**DC.1, DC.1A, DC.2, DC.3, DC.4, DC.5, DC.6** – Refer to A07-01D

**Outline Plan of works**

**DC.7**

An Outline Plan of Works shall be prepared for the Northern and Southern Ventilation Buildings and Stacks (OPW1 and OPW2) (in the general location as shown in the Operational Scheme Plans F.2 (Schedule A, Row 3) as shown on Figures DC.A and DC.B) in accordance with Section 176A of the RMA and Conditions DC.8 and

DC.9 below and submitted to the Major Infrastructure Team Manager, Auckland Council.

For the purposes of Conditions DC.8 and DC.9, the following definitions shall apply:

- (a) Control Building – A building or buildings associated with the staffed control of the tunnel operating systems (including CCTV systems or surveillance). This precludes the inclusion or attached of any equipment unrelated to the structure of operation of the control building.
- (b) Ventilation Building – A building or buildings associated with the operation and maintenance of the tunnels and associated ventilation system (including power and emergency water supply). This precludes the inclusion or attachment of any equipment unrelated to the structure or operation of the ventilation building.
- (c) Ventilation Stack (stack) - A structure which channels air emissions to a height in the atmosphere which is



suitable to disperse the emissions and result in an acceptable ambient air quality. This precludes the inclusion or attachment of any equipment unrelated to the structure or operation of the ventilation stack.

#### DC.8

Outline Plan of Works for the Northern Ventilation Buildings and Stack (OPW1) (refer Figure DC.A)

OPW1 shall be prepared in accordance with Section 176A of the RMA.

The final form of the Northern Ventilation Buildings and Stack shall be in accordance with the design principles of Section B of the Urban Landscape and Design Framework (ULDF June 2010) (refer Schedule A, Row 38) and the following requirements:

- (a) Retention of the same building / structural components underground as per the revised Drawing Set F.8, specifically Drawing 9 'North Portal - Basement Floor Plan' and above ground, specifically Drawing 8 'North Portal Location Plan' (refer Schedule A, Row 9) (subject to the amendments to location required by subclause (c) below);
- (b) Creation of a fragmented form for the ventilation buildings, such that the aboveground building is broken down into small, discrete elements – broadly similar in scale to that of nearby residential and school buildings;
- (c) Location of the ventilation stack on the eastern side of Great North Road, within the OPW area identified on Plan DC.A. The precise location within the OPW area shall be a matter of consultation with the Community Liaison Group(s) as established by Condition PL.5;
- (d) Ensure that any required roof linkages do not dominate the form of the building nor make it register visually as a single entity;
- (e) Development of an architectural profile, detailing and material palette that references the local landscape/ geology/ coastline/ residential area in the design of the aboveground ventilation buildings and for the ventilation stack to avoid an industrial character;
- (f) Maximisation of areas of planted open space between buildings, structures and vehicle movement/ parking areas;
- (g) Maximisation of the quantum of limbed-up (to promote visibility and surveillance (in accordance with CPTED principles)), large scale, specimen tree planting between buildings, structures and vehicle movement/ parking areas surrounding the ventilation buildings;
- (h) Treatment of the ventilation building and ventilation stack as objects of urban sculpture;
- (i) Maintain opportunities for residential development at 1445 and 1449 Great North Road at the end of the construction programme;
- (j) Provision of lighting integrated with the façade design to illuminate the ventilation building and shared pedestrian/ cycle path along Great North Road;
- (k) The opportunity to provide and maintain a shared pedestrian / cycle path along Great North Road between Oakley Avenue and Herdman Street at a width that does not compromise a planted berm that provides screening for the buildings and maintains a safe walking environment for children using this path and is in accordance with the Plans PT & Active Mode Transport Routes (Refer Schedule A, Row 22);
- (l) Consideration of the desirability of setting the ventilation stack back from the frontage of Great North Road to provide for screening of structures and for the safe operation of accessways / service lanes required for the ventilation stack and for Great North Road;
- (m) Providing for the retention of as much existing vegetation as possible surrounding the ventilation stack and for planting at the base of the ventilation stack in a manner that integrates with the Oakley Creek Esplanade (Waterview Glades) Restoration Plan (Conditions OS.3 and O.S.7);
- (n) The works needed for land stability for the stack (e.g. bunding, retaining walls, slope stability measures). Any retaining structures required shall be undertaken in a manner that integrates with the Oakley Creek Esplanade (Waterview Glades) Restoration Plan (OS.3 and OS.7);
- (o) Documentation of consultation undertaken with the Waterview (to St Lukes) Community Liaison Group (as established by Condition P1.5) and the Manager, Urban Design Auckland Council, the views and concerns expressed by this consultation, particularly as pertains to the final location and design of the ventilation stack;
- (p) Confirmation that the building height (maximum 6.5m) and above ground area is no greater than the Concept Plan drawings in the updated plan set F.8, specifically Drawing 11, North Portal Ground Floor Plan (refer Schedule A, Row 9);
- (q) The site configuration should maximise the use of building façades to achieve site security, minimising the necessity for additional fencing. All security fencing is to be set back from the street frontage, maximising transparency and should reflect the residential character of the area; and



- (r) The northern ventilation stack will be at a height of 15m. This height shall be calculated from the lowest existing ground level along the Great North Road boundary adjacent to the ventilation stack.

**DC.10, DC.12, DC.13, DC.14** – Refer to A07-01D

**Construction Environmental Management Plan Conditions**

**CEMP.1, CEMP.2, CEMP.3, CEMP.4, CEMP.5, CEMP.6, CEMP.7, CEMP.8, CEMP.9, CEMP.10, CEMP.11, CEMP.12, CEMP.13, CEMP.14, CEMP.15** – Refer to A07-01D

**Public Information Conditions**

**PI.1, PI.2, PI.3, PI.4, PI.5, PI.6, TT.1, TT.2, TT.3, TT.4, TT.5, TT.6, TT.7, TT.8, TT.9, TT.10, TT.11** – Refer to A07-01D

**Operational Traffic Conditions**

**OT.1** – Refer to A07-01D

**Noise and Vibration Conditions - Construction**

**CNV.1, CNV.2** – Refer to A07-01D

**CNV.3**

Project Construction Noise Criteria: Airblast (excluding Sundays)

Category	Type of Blasting Operations	Peak Sound Pressure Level (LZpeak dB)
<b>Human Comfort Limits</b>		
Sensitive Site	Operations lasting longer than 12 months or more than 20 Blasts	115 dB for 95% blasts per year. 120 dB maximum unless agreement is reached with occupier that a higher limit may apply
Sensitive Site	Operations lasting less than 12 months or less than 20 Blasts	120 dB for 95% blasts per year. 125 dB maximum unless agreement is reached with occupier that a higher limit may apply
Occupied non-sensitive sites such as factories and commercial premises	All blasting	125 dB maximum unless agreement is reached with the occupier that a higher limit may apply. For sites containing equipment sensitive to vibration, the vibration should be kept below manufacturer's specifications of levels that can be shown to adversely affect the equipment operation
<b>Damage Control Limits</b>		
Structures that include masonry, plaster and plasterboard in their construction and also unoccupied structures of reinforced concrete or steel construction	All Blasting	133 dB unless agreement is reached with owner that a higher limit may apply.
Service structures such as pipelines, powerlines and cables located above ground	All Blasting	Limit to be determined by structural design methodology

**CNV.4, CNV.5** – Refer to A07-01D

**CNV.6**

Blasting shall be undertaken between 09:00h and 17:00h, Monday to Saturday, except that blasting may be undertaken between 09:00h and 17:00h on Sundays where:





- (a) The blasting is at least 50m inside the Sector 8 tunnel;
- (b) The blasting produces peak particle velocities at any residential building not exceeding 0.5mm/s; and
- (c) The Project construction noise criteria set out in Condition CNV.2 for Sundays are complied with

**CNV.7, CNV.8** – Refer to A07-01D

#### **CNV.9**

The concrete batch plants, rock crushing plants and the loading bays and conveyors for such plants shall be fully enclosed.

#### **CNV.10**

If noise and vibration monitoring of the tunnelling works for the Project (in accordance with Condition CNV.1), indicates that the noise or vibration criteria of Conditions CNV.2(c) or CNV.4 will potentially be exceeded and that temporary relocation will be offered for residents at 1510 Great North Road, then relocation (and temporary transportation) shall be arranged with the leaseholder at 1510 Great North Road for tenants (with at least 1 months' notice to the leaseholder prior to relocation). Any accepted offer of relocation is to be in place prior to tunnelling works within 50m of the building at 1510 Great North Road.

#### **CNV.11**

For all other properties, if noise and vibration monitoring of the tunnelling works for the Project (in accordance with Condition CNV.1), indicates that the noise or vibration criteria of Conditions CNV.2 or CNV.4 will potentially be exceeded, then the process set out in the CNVMP will be undertaken including Site Specific Noise Management Plans. Where relocation for residents is proposed, notification of such relocation with residents and property owners will be undertaken in accordance with the processes contained in the CNVMP.

#### **CNV.12**

Any relocation required by CNV.10 will not be undertaken in the period between 10 working days prior to any Unitec examinations and the completion of those examinations.

**CNV.13** – Refer to A07-01D

#### **Noise Conditions - Operation**

**ON.1, ON.2, ON.3, ON.4, ON.5, ON.6, ON.7, ON.8, ON.9, ON.10, ON.11, ON.12** – Refer to A07-01D

#### **ON.13**

All mechanical services associated with the general operation of the tunnels shall be designed such that noise emissions do not exceed the following noise limits, when measured at or within the boundary of any residential-zoned site:

Monday to Saturday	7 am to 10 pm	50 dB L <sub>Aeq</sub> (15 min)
Sunday & Public Holidays	9 am to 6 pm	50 dB L <sub>Aeq</sub> (15 min)
At all other times		40 dB L <sub>Aeq</sub> (15 min) 75 dB L <sub>Amax</sub>

**ON.14** – Refer to A07-01D

#### **Vibration Conditions - Operation**

**OV.1** – Refer to A07-01D

#### **Air Quality Conditions - Construction**

**AQ.1, AQ.2, AQ.3, AQ.4, AQ.5, AQ.6, AQ.7, AQ.8** – Refer to A07-01D

#### **PROCESS CONDITIONS – CONCRETE BATCHING:**

##### **AQ.9.**

Air displaced from concrete batching plant during silo filling or concrete batching shall be vented to atmosphere via filter units as follows:

- (a) Cement silos – a pulse jet baghouse mounted on top of the silo designed to meet a particulate discharge concentration limit of 30 mg/m<sup>3</sup>, a collection efficiency of 99.9% and a maximum air to cloth ratio of 3.0 m<sup>3</sup>/m<sup>2</sup>/min.
- (b) Cement weigh hopper - a static baghouse mounted on top of the weigh hopper designed to meet a particulate discharge concentration limit of 30 mg/m<sup>3</sup>, a collection efficiency of 90% and a maximum air to cloth ratio of 1.0 m<sup>3</sup>/m<sup>2</sup>/min.
- (c) Mixer drum – either via the cement silo or via a separate baghouse designed to meet a particulate discharge concentration limit of 30 mg/m<sup>3</sup>, a collection efficiency of 99.9% and a maximum air to cloth ratio of 3.0 m<sup>3</sup>/m<sup>2</sup>/min. If a separate baghouse is used, the pressure drop across this baghouse shall be continuously monitored.

##### **AQ.10.**

Each cement silo on site shall be fitted with a high fill alarm that shall be adequately maintained and be operating whenever bulk cement is being transferred into that silo. In the event of the alarm operating, filling into that silo shall cease immediately and shall not be resumed until the cause has been located and remedied.



### AQ.11

No part of the concrete batching process shall be operated without the associated emission control equipment being fully operational and functioning correctly.

**AQ.14, AQ.15** – Refer to A07-01D

### AQ.16.

Continuous monitoring of TSP concentrations shall be undertaken in at least one location in Sector 1, in at least two locations in Sectors 5 and/or 7, and in at least two locations in Sector 9 while construction activities are being undertaken in those Sectors. The locations of continuous TSP monitors shall, as far as practicable, comply with the requirements of AS/NZ 3580.1.1:2007 Method for Sampling and Analysis of Ambient Air – Guide to Siting Air Monitoring Equipment.

### AQ.17.

Continuous monitoring of wind speed and direction shall be undertaken in at least one location in each of Sector 1, Sectors 5 or 7 and Sector 9 while construction activities are being undertaken in those Sectors. The locations of wind speed and direction monitors shall, as far as practicable, comply with the requirements of AS 2923:1987 Ambient Air – Guide for the Measurement of Horizontal Wind for Air Quality Applications and be at the same locations as the TSP monitors required by Condition AQ.16.

### AQ.18.

The locations and types of continuous TSP and meteorological monitoring sites required by Conditions AQ.16 and AQ.17 shall be selected by the NZTA in consultation with the Auckland Council.

In the event of a failure of the monitoring equipment, this shall be repaired or replaced within 2 working days.

**AQ.19** – Refer to A07-01D

### AQ.20.

If the monitoring required by Condition AQ.16 shows that concentrations of TSP in ambient air at or beyond the boundary of the site exceeds 80 micrograms/m<sup>3</sup> as a 24-hour average, the NZTA shall undertake an investigation into the cause of the exceedence in accordance with the CAQMP.

### AQ.21.

A report into the outcome of any investigation required by Condition AQ.20 shall be forwarded to the Major Infrastructure Team Manager, Auckland Council within 10 working days of the exceedence. If the cause of the exceedence is identified as being an activity undertaken on the site, the report shall also identify additional measures to be taken to reduce discharges of particulate matter into air from that activity.

**AQ.22, AQ.23** – Refer to A07-01D

## Operational Air Quality Conditions

### OA.1

The vents used to discharge emissions in the tunnels shall discharge vertically into air at a height of 15m, as follows:

- (a) The northern ventilation stack will be at a height of 15m. This height shall be calculated from the lowest existing ground level along the Great North Road boundary, adjacent to the ventilation stack; and
- (b) The southern ventilation stack will be at a height of 15m calculated from the post-construction ground level of the Alan Wood Reserve averaged at a distance of 10m from the exterior walls the ventilation stack location

and shall not be impeded by any obstruction that may in the opinion of the Peer Review Panel (Condition OA. 7) decrease the vertical efflux velocity (in other words, the average velocity of material emitted into the atmosphere).

### OA.2

Prior to the tunnels becoming operational, the NZTA shall establish two ambient air quality monitoring stations and one portal air quality monitoring station. The location and types of these monitoring stations shall be selected by the NZTA in consultation with the Auckland Council and Peer Review Panel (Condition OA.7), providing that one ambient monitoring station will be located within the Waterview Primary School (subject to agreement by the School).

Ambient air quality shall be monitored continuously in real time, to monitor potential effects associated with the operation of the ventilation system from the tunnels. Ambient monitoring shall include fine particulates (PM<sub>10</sub> and PM<sub>2.5</sub>) and nitrogen dioxide. Portal monitoring shall include nitrogen dioxide. Results shall be compared with the relevant National Environmental Standards for air quality and Auckland Regional air quality targets (as identified in Chapter 4 of the Auckland Regional Plan: Air, Land and Water, 2010). Monitoring shall be undertaken at each site until the Peer Review Panel recommends that monitoring is no longer necessary. The locations, operation and maintenance schedules of the continuous monitors shall, as far as practicable, comply with the requirements of AS/NZ 3580.1.1: 2007 Method for Sampling and Analysis of Ambient Air – Guide to Siting Air Monitoring Equipment, and with methods specified in the National Environment Standards.

### OA.3

Continuous monitoring of wind speed and direction shall be undertaken at each ambient air quality monitoring location as required by Condition OA.2. The locations of wind speed and direction monitors shall, as far as



practicable, comply with the requirements of AS 2923:1987 Ambient Air – Guide for the Measurement of Horizontal Wind for Air Quality Applications.

#### OA.4

For the first 12 months of tunnel operation, the results of the ambient air quality monitoring shall be reported via validated reports and issued for information via the Project website (monthly). Following this period, and for a period of at least 12 months, reporting shall take place quarterly as follows: Quarter 1 (December to February) by 31 March, Quarter 2 (March to May) by 30 June, Quarter 3 (June to August) by 30 September and Quarter 4 (September to November) by 31 December.

#### OA.5

If the monitoring required by Condition OA.2 shows that concentrations of contaminants in ambient air at the monitoring locations exceeds the relevant National Environmental Standards for air quality, or Regional Air Quality Targets (as identified in Chapter 4 of the Auckland Regional Plan: Air, Land and Water), the NZTA shall undertake an investigation into the cause of the exceedence and report this to the Peer Review Panel (Condition OA.7) and the Major Infrastructure Team Manager, Auckland Council.

#### OA.6

The air quality monitoring shall be undertaken in general accordance with the Operational Air Quality Management Procedure (Appendix O of *Technical Report G.1 Assessment of Air Quality Effects*) submitted with this application.

#### OA.7

A Peer Review Panel shall be appointed by NZTA with the agreement of Major Infrastructure Team Manager, Auckland Council for the purpose of reviewing the ambient air quality monitoring programme and results. The Peer Review Panel shall consist of two independent experts in air quality with experience in ambient air quality monitoring and emissions from motor vehicles. The Peer Review Panel shall review all ambient monitoring, relevant traffic data and tunnel emissions and provide a summary report including any interpretation and recommendations to NZTA, Auckland Council and the Community Liaison Group(s) within 6 months of the tunnels becoming operational and annually thereafter.

#### Portal Emissions

#### OA.8

The tunnel ventilation system shall be designed and operated to ensure that any air emitted from the tunnel portals does not cause the concentration of nitrogen dioxide (NO<sub>2</sub>) in ambient air to exceed 200 micrograms per cubic metre, expressed as a rolling 1 hour average, at any point beyond the designation boundary that borders an air pollution sensitive land use.

*Advice Note: The above standard reflects the National Environmental Standard for Nitrogen Dioxide (NO<sub>2</sub>) concentration in ambient air.*

#### Landscape and Visual Conditions

**LV.1, LV.2, LV.3, LV.4, LV.5, LV.8, LV.10** – Refer to A07-01D

#### Open Space Conditions

**OS.1, OS.2, OS.3, OS.4** – Refer to A07-01D

#### OS.5

The Waterview Reserve Open Space Restoration Plan shall be prepared in general accordance with the UDL Plans (Refer Schedule A, Row 17). The following shall be provided:

- (a) Equivalent reinstatement of the following recreational facilities:
  - (i) A children's playground with the design and equipment targeted at "junior" and "youth" ages; and
  - (ii) One ablution block; and
  - (iii) One basketball court (28m by 15m); and
  - (iv) One volleyball court.
- (b) Other restoration and enhancement:
  - (i) Measures to enhance the Oakley Inlet Heritage Area, including interpretative signage and pedestrian access;
  - (ii) Creation of esplanade reserve along Oakley Inlet;
  - (iii) Subject to obtaining necessary resource consents and Auckland Council landowner approval, provision of a skate-park, BMX bike track (non-motorised bikes);
  - (iv) Provision of pedestrian paths within the reserve area (as indicated on the UDL Plan 212);
  - (v) Eco-sourced and mass planting to screen the interchange ramps from Herdman Street and the Waterview Primary School (as indicated on the UDL Plan 212 (Refer Schedule A, Row 17));
  - (vi) A sloping and landscaped bund as indicated on the UDL Plan 212 (Refer Schedule A, Row 17) to screen the interchange ramps from the open space areas;
  - (vii) Subject to obtaining necessary resource consents and Auckland Council landowner approvals, upgrading of the Waterview Esplanade Reserve walkway and associated landscaping, identified on the UDL Plan 210 (Refer Schedule A, Row 17);



## APPENDIX B (PLANNING MAPS)

- (c) The works required in accordance with Condition OS.16(a) in respect of the all-weather cycle/pedestrian path into Eric Armishaw Park.
- (d) A financial payment shall be made to the Auckland Council (in lieu and as equivalent of a playing field at Waterview Reserve), in full at least 20 working days prior to occupation of Construction Yards 6 and 7, valued on the basis of provision of one “open for play” full size sand-carpeted football (soccer) field with a clear 10m space for spectators on all sides and associated changing facilities and parking requirements at Waterview Reserve or as proposed by UDL Plans (Schedule A, Row 17).

*Advice note: the purpose of the financial payment in lieu is for the provision of a playing field at Phyllis Reserve, rather than its reinstatement at Waterview Reserve.*

*Advice note: The replacement land area for Open Space will provide approximately 2.35 – 2.4ha of new replacement open space land in general accordance with the Proposed Open Space Impacts and Replacement Plans (See Schedule A, Row 28), including 0.30ha of additional open space at Saxon Reserve if it is all able to be acquired and consented.*

### Oakley Creek Esplanade Reserve (Specific)

#### OS.7

The Oakley Creek Esplanade Reserve (Waterview Glades) Open Space Restoration Plan shall be prepared in general accordance with the UDL Plans (Refer Schedule A, Row 17), and shall include, but not be limited to, the following:

- (a) Creation of esplanade reserve at 36 Cradock Street;
- (b) Riparian planting along Oakley Creek to a width of 15m and as identified on the notated UDL Plan 229 (Refer Schedule A, Row 17) as notation M1;
- (c) Re-contouring of the reserve in a manner that is consistent with those shown on UDL Plan 229 (Refer Schedule A, Row 17) and as described in the annotation Plan Note 7 of that Plan; and
- (d) Stability work required for the ventilation stack (refer Condition DC.8(n)), and the integration of any necessary structures within Oakley Creek Esplanade Reserve.

#### OS.10

At least 20 working days prior to the occupation of the construction areas within Alan Wood Reserve that impact on the following recreation facilities, the NZTA shall, in consultation and agreement with the Auckland Council, provide:

- (a) The financial payment in lieu of the playing field facilities at Waterview Reserve, as per Condition OS.5(c);

- (b) A half basketball court and volleyball court within the relocated Waterview Reserve;
- (c) Development of Saxon Reserve with an additional site area of 2,000m<sup>2</sup> and as a minimum, the expanded reserve shall include an upgraded children's playground (toddler, junior and youth), landscaping, pedestrian paths, park furniture and an ablution block; and
- (d) Improvements to the existing pathway connections at Howlett Reserve, providing wider and safer access out to either Howlett Street or Oakley Avenue. In the event land purchase requirements deems this unable to be completed prior to occupation of the construction areas within Waterview Reserve, an equivalent financial payment in lieu of the land purchase and improvement works will be made. The financial payment will be based on the Capital Value of the Oakley Avenue site that is nominated by the NZTA in the Proposed Open Space Impacts and Replacement Plan (refer Schedule A, Row 28) and approved by the Auckland Council, with provision for site clearance (meaning works to provide vacant possession clear of any existing improvements), path formation and landscaping). This contribution shall be paid in full to the Auckland Council for improvement to or expansion of existing reserves in the Waterview area.

#### OS.11

At least 20 working days prior to the occupation of the construction areas within Oakley Creek Esplanade Reserve (Waterview Glades), the NZTA shall, in consultation and subject to agreement with the Auckland Council, provide:

- (a) Formalisation of the existing informal pathway at the northern end of Oakley Creek Esplanade Reserve (Waterview Glades), to connect to the existing Oakley Creek walkway (as indicatively identified on the notated UDL Plan 229 (Refer Schedule A, Row 17), as Plan Note 3), as modified for the finalised location of the ventilation stack (DC.8), and in a way that maintains public health and safety throughout the construction period;
- (b) Planting of the riparian margins of Oakley Creek.

#### OS.13 – Refer to A07-01D

#### OS.14

Where access to Oakley Creek will be disrupted for more than 3 consecutive days, or over a weekend, or there is no provision for a walkway detour, the Community Liaison Person shall notify the Friends of Oakley Creek at least 20 working days in advance of any planned disruption (except where the disruption is of shorter duration, or an emergency situation).



**OS.16**

The NZTA shall provide:

- (a) Subject to obtaining necessary resource consents and Auckland Council landowner approval, a 3m all-weather shared cycle/pedestrian path with boardwalks as required, from the Great North Road Interchange through into Eric Armishaw Park. The works shall be sufficient to connect this path to the existing walkways and paths within that park (eg to the playground); and
- (b) The pedestrian connections to Berridge Avenue, Alberta Street and Montrose Street as shown on the PT and Active Mode Transport Routes (Sheet 109) (Refer Schedule A, Row 22),

once these areas are no longer required for construction.

**Social Conditions**

**SO.1, SO.2** – Refer to A07-01D

**SO.3**

The NZTA shall comply with the obligations imposed on it by clauses 4 and 5 of the Project Agreement (dated May 2011 (yet to be signed)) between it, the Ministry of Education and the Auckland Kindergarten Association, including in particular the requirement to relocate the Waterview Kindergarten to an alternative site prior to construction works commencing on sites adjoining the Kindergarten site. The NZTA's obligations under this condition are subject to the Ministry and the Auckland Kindergarten Association providing written approvals, agreements or other inputs as specified in that Project Agreement.

**SO.4**

The NZTA shall, in agreement with the Ministry of Education, monitor the Waterview Primary School and the Waterview Kindergarten rolls:

- (a) At commencement of construction in the Waterview area (including demolition of houses within the confirmed designation footprint); and
- (b) For a period up to 3 years after construction is completed in the Waterview area and confirmed the operational designation footprint in these areas, or until monitoring shows the roll has stabilised to the 2006 roll level (155 and 30 students respectively) over two consecutive years (whichever is shorter).

**SO.5**

Should monitoring as required by Condition SO.4 indicate that the rolls of Waterview Kindergarten and Waterview Primary School have dropped below 30 and 155 respectively (the 2006 roll levels), the NZTA shall in consultation with the Ministry of Education provide financial resources to ensure that resources are maintained to these 2006 roll levels during the required length of monitoring.

**SO.5A**

The NZTA shall comply with the obligations imposed on it by clauses 4 and 5 of the Project Agreement (dated April 2011) between it, the Ministry of Education and the Waterview Primary School Board of Trustees, as amended by the Supplemental Project Agreement dated September 2012. The NZTA's obligations under this condition are subject to the Ministry and Board of Trustees providing such approvals, agreements or other input as specified in the April 2011 and September 2012 Project Agreements.

**SO.6, SO.7** – Refer to A07-01D

**SO.13**

The NZTA shall appoint a medical specialist qualified and experienced in Environmental and Occupational Medicine for the duration of the operational air quality monitoring of the Project (as defined by Condition OA.4) to be a point of contact for persons concerned about the discharge from the ventilation stacks. This person must be reasonably available by appointment for advice on matters of concern for residents within the Waterview / Point Chevalier and Owairaka / New Windsor communities, and parents of pupils and prospective pupils at schools, kindergartens, playschools, and child care centres within those areas.

**SO.14**

For the purpose of mitigating significant adverse effects on passive open space and reserves in Sectors 5, 7 and 9, both during the construction years and longer term, particularly in the Waterview, Owairaka and New Windsor communities (other mitigation having been held by the Board of Inquiry not to be adequate) the following applies:

- (a) The NZTA shall, subject to conditions (b), (c) and (d) below, construct the following:
  - (i) A pedestrian and cycleway to AUSTROADS standards between Waterview and Owairaka/New Windsor (as generally indicated on drawing labelled as "Indicative SH20 Cycleway Route" (refer to Schedule A, Row 40)), subject to any modifications necessary to address design, property or engineering constraints.
  - (ii) The "Alford St Bridge".
  - (iii) The "Soljak Pl Bridge".
- (b) The NZTA's obligations under condition (a)(i) arise when the NZTA receives certification from the Auckland Council and Auckland Transport that the Auckland Council and Auckland Transport have:
  - (i) acquired all necessary land, or obtained all necessary interests and/or landowner approvals on a permanent basis in respect of the facilities described in condition (a)(i); and



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- (ii) acquired sufficient land to form a cycle and pedestrian way to AUSTROADS standards between Alan Wood Reserve and Unitec; and
- (iii) obtained all necessary resource consents required for construction and operation of the facilities.
- (c) The NZTA's obligations under condition (a)(ii) arise when the NZTA receives certification from the Auckland Council and Auckland Transport that the Auckland Council and Auckland Transport have:
  - (i) acquired all necessary land, or obtained all necessary interests and/or landowner approvals on a permanent basis for the Alford St Bridge; and
  - (ii) obtained all necessary resource consents required for construction and operation of the Alford St Bridge.
- (d) The NZTA's obligations under conditions (a)(iii) arise when the NZTA receives certification from the Auckland Council and Auckland Transport that the Auckland Council and Auckland Transport have:
  - (i) acquired all necessary land, or obtained all necessary interests and/or landowner approvals for the Soljak Pl Bridge either on a permanent basis or on the basis that the Soljak Pl Bridge may be constructed and operated unless and until its continued existence and / or operation conflicts with or compromises future works pursuant to the designation for rail purposes; and
  - (ii) obtained all necessary resource consents required for construction and operation of the Soljak Pl Bridge.
- (e) The certification from Auckland Council required under conditions (b), (c) and (d) above must be received by the NZTA within 8 years of the designations for the Project being confirmed.
- (f) Each of the facilities for which certification has been given must be constructed within 1 year of the opening of the motorway, or two years from when certification is given for the relevant facility, whichever is the earlier, subject however to some elements of the facilities towards the northern end needing to await the decommissioning of Construction Yard 7.
- (g) The value of the construction works to be undertaken by the NZTA pursuant to condition (a) to (d) above shall not exceed a sum equal to \$8 million in June 2011 New Zealand dollars (with any construction costs above that figure being met by the Council.)"
- (h) The pedestrian and cycleway facilities described in condition (a)(i) above are in addition to the cycling and pedestrian facilities required by the other conditions.

### Advice notes:

*The intention of this condition is to construct a continuous pedestrian and cycleway with bridges at Soljak Pl and Alford St. To achieve this, the Council and Auckland Transport will use their best endeavours to obtain the necessary consents and landowner approvals, for all three components of the network.*

*The approvals required for the Soljak Pl Bridge reflect the designation for rail purposes of land under the bridge and the possibility that any bridge structure will be approved for a limited length of time only.*

*In the event that, despite their best endeavours, the Council and Auckland Transport cannot obtain all of the necessary landowner approvals, the condition allows each part of the network to be constructed in isolation from the others. That will provide some mitigation of the significant adverse effects on passive open space and reserves in Sectors 5, 7 and 9 that the condition is intended to address. It will also enable the Council and Auckland Transport to complete the network in the future at their expense when and if they are able to obtain the outstanding approvals.*

*Condition (f) above requires the earlier of the 2 named events to be the trigger for NZTA to undertake the works, in order that the required mitigation or at least some of it occur during the construction years. It also recognises that towards the northern end of the pedestrian and cycleway, some of the works may need to await the decommissioning of Construction Yard 7.*

*Subject to landowner approvals, the Council and/or Auckland Transport will be the owner of the pedestrian and cycleway and the bridges described in (a) above and shall have full responsibility for the operation and maintenance of those facilities once they have been constructed by NZTA. Accordingly, NZTA will be under no further obligation in respect of any of the facilities once they have been constructed and, in particular, will have no obligation in terms of the removal, alteration or replacement of the Soljak Pl Bridge in the event that it conflicts with or compromises proposed works pursuant to the designation for rail purposes.*

### Vegetation Conditions

**V.1, V.2, V.3, V.4, V.5, V.6, V.7, V.8, V.9, V.10** – Refer to A07-01D

### V.14

A rock forest restoration programme shall be undertaken by the NZTA on the northern banks of the Oakley Creek Inlet in accordance with the concepts of the ECOMP, Appendix H 'Rock Forest Provisional Concept Plan'. A detailed planting plan shall be submitted to Auckland Council for approval, prior to implementation of the planting, with the plan to include planting specifications and management techniques. The detailed planting plan





shall be integrated with cultural heritage values including, but not limited to, those shown on the plan entitled 'Oakley Inlet Heritage Area' (UDL Plan 224 refer Schedule A, Row 17).

#### V.16

All realignments and riparian enhancements of Oakley Creek shall be carried out in accordance with the Oakley Creek Realignment and Rehabilitation Guidelines and in general accordance with the Urban Design and Landscape plans (Refer Schedule A, Row 17).

#### Avian Conditions

A.1 – Refer to A07-01D

#### Herpetofauna Conditions

H.1 – Refer to A07-01D

#### Lighting Conditions

L.1, L.2, L.3 – Refer to A07-01D

#### Archaeology Conditions

ARCH.1, ARCH.2, ARCH.3 – Refer to A07-01D

#### ARCH.5

In accordance with the ASMP, the following specific measures shall be implemented in the area identified as the "Oakley Inlet Heritage Area" (including recorded sites R11/2191, R11/2202, R11/2203 and R11/2459), located adjacent to the Great North Road Interchange:

- (a) In determining the details of construction methodology and site access, the NZTA shall ensure that there is no impact on sites R11/2202, R11/2203 and the main features of site R11/2191 (the basalt walls, boiler, building foundations and platforms). When the details have been determined, a plan will be prepared in consultation with the Project archaeologist that outlines the areas of archaeological value to be fenced off and protected from any adverse effects during the construction process. The Heritage Manager, Environmental Services, Auckland Council shall be consulted in the drafting of the plan and shall certify that the extent and method of fencing will protect the areas of archaeological value prior to commencement of construction works within the area. This plan will be added to the Archaeological Constraints layer in the GIS layers included as an Appendix of the ASMP in the CEMP.
- (b) All works in the Oakley Inlet Heritage Area shall be monitored by the Project archaeologist;
- (c) Machine access to construction works in this area shall be planned so as to minimise adverse effects on archaeological features;
- (d) During and following removal of houses north of Cowley Street and west of Great North Road in the area where the mill workers' cottages and mill race

were once located, investigations shall be undertaken to establish and record any archaeological remains that may have survived;

- (e) Remedial or limited restoration works shall be carried out to the basalt walls, wheel pit, boiler and bridge abutment of the mill/tannery/ quarry site (R11/2191), to a specification prepared by a heritage professional, to ensure their long term preservation. The specification shall be prepared in consultation with the Heritage Manager, Environmental Services, Auckland Council;
- (f) A vegetation management plan shall be prepared and implemented to remove vegetation that is damaging archaeological features in this area and to protect and enhance features with appropriate vegetation cover. This plan shall form part of the Waterview Reserve Restoration Plan (refer to Conditions ARCH.6 and OS.5) and shall be prepared in consultation with the Heritage Manager, Environmental Services, Auckland Council;
- (g) The design and location of any walkways and paths and structures within the Oakley Inlet Heritage Area shall include consideration of historic paths and accessways (excluding the piers associated with the SH16 Interchange).

#### ARCH.6

The Project archaeologist shall be made part of the Waterview Reserve Restoration Plan (refer Condition OS.3) development team to provide advice on long term management of the "Oakley Inlet Heritage Area". The Waterview Reserve Restoration Plan shall include provision for, as a minimum:

- (a) A pedestrian bridge linking the northern and southern banks of the Oakley inlet shall be provided in the original location of the historical bridge to restore the historical connection between the two parts of the Oakley Inlet Heritage Area and make both parts easily accessible. The bridge is to be of a design appropriate to the historic form of this bridge but at a height above water to accommodate the passage of kayaks at high tide;
- (b) Interpretative signage of the Oakley Inlet Heritage Area for public information and educational purposes;
- (c) The management of planting to avoid encroachment of deep rooted trees on identified archaeological sites (including planting undertaken in accordance with Condition V.14).

#### ARCH.7

In accordance with the ASMP, any works to the dry stone wall (recorded site R11/2213) located on the north western boundary of the Great North Road Interchange,



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shall be minimised and managed in accordance with the following:

- (a) If it is necessary to demolish part of the wall, the stone shall be used to repair the remainder of the wall. Appropriate reuse of any surplus stone will be determined following consultation with the NZHPT and Auckland Council.
- (b) The remainder of the stone wall shall be protected from construction machinery by the use of waratahs and an adequate buffer area prior to earthworks commencing.
- (c) The remainder of the stone wall shall be carefully cleared of vegetation growth and repaired where necessary to a specification prepared by a heritage professional employed at the expense of the NZTA.

ARCH.8, ARCH.Advice Note – Refer to A07-01D

### ARCH.9

All Monterey Pines or oak trees (*Quercus* spp) over 10m in height within Sector 5 shall be identified and managed through the CEMP Amenity Tree process (Conditions CEMP.6(o) and (p)). Irrespective of their health (unless the Project Arborist and Auckland Council confirm that these trees pose an immediate hazard), these trees will be confirmed as Amenity Trees. These trees shall be retained where practicable. If removal of any of these trees is required for construction, they shall be replaced by trees of the same species (or as otherwise agreed through the Waterfront Reserve Restoration Plan) sized at 160Lt. The location of replacement specimens will be defined through planning of the Oakley Inlet Heritage Area (as part of the Waterview Reserve Restoration Plan, refer Condition OS.5), with the replanting of Monterey Pines to reflect their historic use as a boundary planting species. Two trees shall be provided for every oak tree (*Quercus* spp) removed.

#### Advice note

*Any archaeological sites within the area affected by the Project shall not be modified or disturbed in any way unless written authorisation has been obtained from the NZ Historic Places Trust.*

### Ground Settlement Conditions

#### S.1

The NZTA shall finalise, and implement through the CEMP, the Settlement Effects Management Plan (SEMP) lodged with the application prior to construction activities being undertaken. Prior to construction (following detailed investigation and design), the total estimated settlements and building damage categories shall be confirmed using the methodology in Technical Report G.13 *Assessment of Ground Settlement Effects* and the SEMF shall be updated accordingly.

In the event that settlement predictions are greater (than those allowed for in Figure E.14 (refer Schedule A, Row 26)) or building damage categories increase in ranking or buildings affected from those identified in Figures G1-G4 (refer Schedule A, Row 27), mitigation measures shall be introduced as part of the detailed design and construction process to avoid any adverse effects greater than predicted by the application lodged in August 2010.

### Settlement Monitoring

#### S.2

The NZTA shall establish a series of ground settlement monitoring markers to monitor potential settlement in relation to the construction of the tunnels. The survey markers will be located generally as follows:

- (a) Along the tunnel alignment and extending out to a maximum of 400m either side of the tunnels to correlate with cross sections that have been used for the settlement estimates and to infill between them.
- (b) To cover the more extensive eastern zone area of settlement at Chainage 3400 (Figure E.14 refer Schedule A, Row 26).
- (c) On or around buildings or features considered to be particularly sensitive as defined in the SEMF (including those buildings identified in Condition S.7) and as may be updated to reflect detailed analysis and interpretation of monitoring results as the Project proceeds.

Two types of markers shall be established: Framework Markers which shall form the main basis of monitoring, and Intermediate Markers which shall provide additional monitoring information for interpretation of Alerts and Alarms. The locations of each type of settlement monitoring marker shall be confirmed in the SEMF. Each Framework Marker shall have an alert and alarm level set in relation to Figure E.14, where alert = 75% of the theoretical value and alarm = 100% of the theoretical value with due consideration of the seasonal range of ground movement identified by pre-construction monitoring.

#### S.3

The NZTA shall survey the settlement monitoring markers at the following frequency:

- (a) Pre-construction
  - i) All Framework Markers – Vertical and selected horizontal at 3 monthly intervals, starting at least 12 months prior to construction commencing; and
  - ii) All Intermediate Markers - Vertical and selected horizontal once.
- (b) During Construction
  - i) All Framework Markers - Vertical on a monthly basis; and



- ii) Selected Framework Markers only - Horizontal on a monthly basis.
- (c) During Active Construction
  - i) All Framework and Intermediate Markers – Vertical on a weekly basis; and
  - ii) Selected Framework Markers only - Horizontal on a monthly basis.

“Active construction” shall be defined as:

- (a) Starting when the advancing tunnel face comes within 150m and ending when the final tunnel lining has been installed 150m beyond the section; and
- (b) When excavation in front of a retaining wall comes within 100m of a section and ending when the permanent wall supports are in place beyond a distance of 100m.

#### S.4

Within three days of each monitoring round, the NZTA shall use the settlement monitoring results (together with the results of groundwater monitoring where they may provide an earlier indication of future settlements) to reassess the ground settlements and building damage categories and compare them to those estimated in Figures E.14 and G1-G4 (refer Schedule A, Row 26 and 27).

If alert and alarm levels are exceeded, the trigger marker shall be resurveyed within 24 hours.

If the reassessment indicates that a building has increased its damage category from that in Figures G1 – G4 (refer Schedule A, Row 27) then this shall be considered to be an Alert Level and additional specific assessment of the building shall be carried out by the NZTA to confirm this reassessment within 72 hours.

If the additional assessment confirms the increase in damage category, this shall be considered to be an Alarm Level and the property owner and occupier will be notified within 48 hours. Following consultation with the property owner and occupier(s); subsequent actions may include increased frequency and/or extent of monitoring, modification to the construction approach or mitigation works to the affected building.

#### S.5

Settlement monitoring shall be undertaken for a period of 2 years following completion of the tunnels. The NZTA may reduce the frequency of settlement monitoring, required by Condition S.3, to 6-monthly:

- (a) Once the active construction stage has passed; and
- (b) Monthly monitoring has been undertaken for a minimum of 6 months; and

- (c) The monitoring indicates that any potential settlement effects are within a satisfactory range as specified in the SEMP; and
- (d) The criteria in (a) to (c) above has been certified by the Auckland Council.

#### S.6

The NZTA shall collate the results of the settlement monitoring (undertaken pursuant to Conditions S.2 – S.5) and prepare a report that shall be made available to the Auckland Council]. A settlement monitoring report shall be prepared prior to the commencement of construction, and then at monthly intervals throughout the construction period. Following the completion of construction, a settlement monitoring report shall be prepared following each round of settlement monitoring undertaken (i.e. monthly and then 6-monthly when monitoring is reduced pursuant to Condition S.5).

The settlement reports shall highlight any alert or alarm level exceedences and provide a full interpretation and/or explanation as to why these levels are exceeded, the likely effects and detail any remedial or mitigation measures initiated as a result of these trigger exceedences.

#### Building Condition Surveys

#### S.7

The NZTA shall review and update the schedule of buildings and structures considered to be at risk in accordance with the criteria of the SEMP and maintain this for review by the Auckland Council. This shall include, but not be limited to, the following properties identified in the Technical Report G.13 *Assessment of Ground Settlement Effects* provided in support of this application:

- (a) Buildings on properties within the substrata designation;
- (b) Buildings where total estimated settlement is greater than 50mm (defined in Figure E.14 – Refer Schedule A, Row 26);
- (c) Buildings in areas estimated to have a risk of damage more than negligible (defined in Figures G1-G4 as categories 1-5 (Refer Schedule A, Row 27));
- (d) Unitec Buildings 76, and 310-313 (as per Unitec Site Plan in Schedule A, Row 31);
- (e) 1510 Great North Road, Unitec Residential Flats (two buildings);
- (f) Pak’n Save Supermarket;
- (g) Metro Football Clubhouse, Phyllis Street;
- (h) Building at 1550 Great North Road;
- (i) BP Service station at 1380 Great North Road;



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- (j) Modern Chairs Building (Richardson Road);
- (k) Waterview Primary School;
- (l) Operational septic tanks where total estimated settlement is greater than 50mm; and
- (m) Buildings on the western side of the alignment between Chainage 3000 and 3400 where total estimated settlement is greater than 20mm.

### S.8

The NZTA shall consult with owners of buildings and structures identified in Condition S.7 and, subject to the owner's approval of terms acceptable to the NZTA, shall undertake a preconstruction condition assessment of these structures in accordance with the SEMP.

### S.9

The NZTA shall employ a suitably qualified person (e.g. a Chartered Professional Engineer) to undertake the building assessments required pursuant to Conditions S.8 and S.12 and identify this person in the SEMP.

### S.10

The NZTA shall undertake monthly visual inspections of the following buildings during the "active construction" phase of the Project as defined in Condition S.3:

- (a) All Type 1 Dwellings within a zone where "more than negligible" effects have been predicted;
- (b) All Type 2 Dwellings within a zone where "slight" effects or greater have been predicted
- (c) Unitec Building 76;
- (d) 1510 Great North Road, Unitec Residential Flats (two buildings);
- (e) Pak'n Save supermarket; and
- (f) Waterview Primary School (pool and hall).

Note: Type 1 and 2 Dwellings are those as defined in Technical Report G.13 *Assessment of Ground Settlement Effects*.

### S.11

The NZTA shall undertake level and/or wall inclination surveys on a monthly basis during the "active construction" phase of the Project on the following buildings:

- (a) All Type 1 Dwellings within a zone where "slight" effects or greater have been predicted;
- (b) Unitec Building 76;
- (c) 1510 Great North Road, Unitec Residential Flats (two buildings);
- (d) Waterview Primary School (pool); and
- (e) Pak 'n' Save Supermarket

### S.12

The NZTA shall, subject to the owner(s) approval, ensure that within 6 months of completion of construction activities, a post-construction condition assessment covering the matters identified in the SEMP is undertaken and shall be provided to the owner(s). The assessment report shall include a determination of the cause of damage identified (if any) since the preconstruction condition assessments. The NZTA shall agree with the owner(s) appropriate remedial works (if any) in conjunction with arrangements for implementation and/or compensation. The requirements of this condition need not be fulfilled for any particular building with the written approval of the current owner of a building or where the NZTA can provide reasonable evidence to the Auckland Council that the current owner of that building has agreed they do not require such a survey.

### S.13

The NZTA shall ensure that a copy of the pre, post-construction and any additional building condition assessment reports for each building be forwarded to the respective property owner(s) within 15 working days of completing the reports. The NZTA shall notify the Auckland Council that the assessments have been completed. The community liaison person appointed pursuant to Condition PI.1 shall be the contact person for owner(s) subject to assessment and reporting under Conditions S.1 to S.11 and S.16 and remedial works or compensation payments under Condition S.12 and S.16.

## Retaining Wall Monitoring

### S.14

The NZTA shall establish inclinometer and surface monitoring of the retaining walls for the tunnel portals and cut and cover tunnel to determine any potential effect from the tunnels. The nature and timing of the monitoring shall be determined during detailed design of the retaining walls and specified in the SEMP.

## Services Monitoring

### S.15

Prior to construction commencing, the NZTA shall undertake CCTV surveys of services identified in the SEMP as being susceptible to damage or particularly critical. This shall include, but not be limited to:

- (a) Waterview Orakei No. 9 trunk sewer.

The NZTA shall monitor these services by undertaking additional CCTV surveys throughout the construction period. If any damage is determined in relation to the Project, the NZTA shall undertake any remedial action as required in consultation with the service provider.



## Slope Stability Assessments

### S.16

Prior to construction commencing, the NZTA shall undertake geotechnical investigations of slopes or sites that have been identified as potentially being susceptible to movement. This shall include, but not be limited to:

- (a) 14H and 14J Cradock Street
- (b) 34 Cradock Street
- (c) 40 Cradock Street
- (d) 56 Powell Street;
- (e) 1590A Great North Road; and
- (f) Other sites on the western slopes of Oakley Creek identified under Condition S.7(b) and S.7(m) which are assessed in the course of a pre-construction condition assessment undertaken in accordance with Condition S.8 as potentially being susceptible to slope movement.

The NZTA shall undertake monitoring throughout the active construction period in accordance with Condition S.10 above and shall assess and agree remedial action as required, in consultation with the owner, in accordance with Condition S.12 above.

## Differential Settlement

### S.17

Pairs of settlement markers shall be established on each side of the cross sections identified on Figure E.14 to monitor differential movements. The markers in each pair shall be no more than 20m apart, and each pair shall be within 100m of the centreline of the closest tunnel. Monitoring installed in accordance with Condition S.11 can be utilised for this purpose. Each pair of markers shall have Alert and Alarm values set based on the calculated differential settlements at that location and consistent with the relevant calculated Building Damage Category (Figures G1-G4, (Refer Schedule A Row 27)), Alert and Alarm levels shall be as defined in Condition S.2. Monitoring frequency shall be as defined for Framework Markers in Condition S.3.

## Contaminated Land and Contaminated Discharges Conditions

**CL.1** – Refer to A07-01D

### CL.2

Prior to the main construction works commencing, the baseline quality of soils and groundwater within Sector 5 (the southern bank of Oakley Creek coincident with the location of the former tannery) and Sector 7 (particularly in relation to works in the vicinity of Great North Road) shall be investigated and established. The investigations shall be carried out in accordance with appropriate Ministry for the Environment and Auckland Council

guidelines. The findings of the soil and groundwater investigations shall be used to determine the specific constructions methods during work in this area to manage any likely environmental effects in relation to the Project.

### CL.3

Prior to the main construction works commencing, soils and fill materials within Alan Wood Reserve (Sector 9) shall be further classified so as to determine the distribution and extent of cleanfill, managed fill and contaminated/hazardous fill materials.

**CL.4, CL.5, CL.6, CL.7, CL.8** – Refer to A07-01D

### CL.9

During and following the tunnel construction works beneath Sector 8, groundwater quality monitoring shall be carried out at locations within and down hydraulic gradient of Phyllis Street Landfill. Monitoring shall be undertaken on at least a monthly basis, and for a period up to 12 months following completion of the tunnel construction works. The monitoring programme shall be submitted for approval by the Auckland Council as landowner.

### CL.10

Prior to, during and following tunnel construction works beneath Phyllis Street Landfill, monitoring for landfill gas shall be carried out from existing monitoring boreholes within the landfill. Monitoring shall be undertaken on at least a monthly basis, for a period of no less than 6 months prior to, and up to 12 months following completion of the tunnelling works. The monitoring programme shall be submitted for approval by the Auckland Council as landowner.

**CL.11** – Refer to A07-01D

## Freshwater Conditions

### F.1.

The NZTA shall finalise, and implement through the CEMP, the ECOMP submitted with this application. The ECOMP shall be updated to ensure compliance with the conditions of this consent and include changes to the details of construction processes prior to construction commencing. The ECOMP shall include, but not be limited to details of:

- (a) Monitoring of freshwater ecology;
- (b) Monitoring of freshwater and stream sediment quality;
- (c) Trigger event criteria for undertaking additional monitoring;
- (d) Procedures for responding to accidental discharges of contaminants to the freshwater environment; and
- (e) Contingency plans and/or remedial measures in the event monitoring results identify adverse effects.



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### F.2

The NZTA shall engage a suitably qualified ecologist and water quality scientist to undertake freshwater monitoring programme prior to, during and following construction to monitor the effect of the Project on the freshwater ecology. The freshwater monitoring shall be undertaken in Oakley Creek, Pixie Stream and Meola Creek. The freshwater monitoring programme shall be undertaken in accordance with the details set out in the ECOMP and include:

- (a) Cross sectional profiles;
- (b) Macro invertebrate sampling; and
- (c) Freshwater fish monitoring.

### F.3.

The freshwater monitoring programme shall, as a minimum, be undertaken in accordance with the following frequency:

- (a) Prior to construction – two baseline ecological surveys.
- (b) During construction – twice per year for fish and macro invertebrates and cross sectional profiles, within one month prior to the beginning of the earthworks season and within one month either side of the end of the earthworks season.
- (c) Post construction – on an annual basis for a maximum period of three years, or less if the Major Infrastructure Team Manager, Auckland Council is satisfied that no adverse effects have occurred or are likely to occur from the Project.
- (d) Monthly water quality samples at the five existing Oakley Creek sample locations to be analysed for pH, turbidity, suspended solids, metals (Zn, Cu and Pb) and nutrients.
- (e) Four “event based” samples per annum from each of the current two Oakley Creek sites. The samples are to be analysed for pH, turbidity, suspended solids, metals (Zn, Cu and Pb), hydrocarbons (TPH) and nutrients.
- (f) Two sediment quality samples per annum (January and July) at the five existing water quality Oakley Creek sites (if there is sufficient sediment to sample). The samples are to be analysed for metals (Zn, Cu and Pb), polycyclic aromatic hydrocarbons (PAH), hydrocarbons (TPH) and semi-volatile organic compounds.

Advice note: The sample collection and analysis required under sub-clauses (d) to (f) shall be undertaken following an IANZ accredited methodology by a suitably accredited laboratory (International Accreditation New Zealand).

### F.4

The NZTA shall undertake additional freshwater monitoring in the event of a ‘trigger event’ for freshwater habitats. For the purposes of this consent, a ‘trigger event’ for freshwater habitats is defined in the ECOMP.

### F.5.

The NZTA’s ecologist/hydrologist (required by condition F.2) shall review, every six months, the freshwater monitoring results, provided from Conditions F.2 to F.4, and results in monitoring detailed in earthworks Conditions E.9 and E.19 and Groundwater Condition G.10. In the event that potential adverse effects are identified, including through review of the Condition G.10 monitoring results by the hydrologist and freshwater ecologist required by Condition G.12, the NZTA shall develop and submit for the approval of the Major Infrastructure Team Manager, Auckland Council appropriate contingency plans and/or remedial measures in accordance with the measures set out in the ECOMP.

### F.6.

Freshwater monitoring reports shall be compiled from the monitoring undertaken pursuant to Conditions F.2 to F.4 and the review of Condition F.5, and a report provided to the Major Infrastructure Team Manager, Auckland Council every 6 months.

#### **D04-24 WASTEWATER PURPOSES, COMBINED SEWER OVERFLOW (CSO) COLLECTOR SEWERS, WATERVIEW 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 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



## APPENDIX B (PLANNING MAPS)

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 32;

(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 33 - 35.

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 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 28.

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, and in particular the Waterview Primary School;
  - (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:
- (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<sup>-1</sup> 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.

### 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.

### Pedestrian Management

27. 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

28. Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 30 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 29.

29. Truck movements are restricted from entering and exiting the site in proximity to schools and colleges between 8:15am and 9:15am and 2:45pm and 3:15pm Monday to Friday during school and college term times.

30. 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

31. 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



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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

32. 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

33. 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 34.

34. 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 35.

35. 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

36. 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:

- (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.

37. 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.

38. 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 36 and 37.



**D04-25 WASTEWATER PURPOSES,  
COMBINED SEWER OVERFLOW  
(CSO) COLLECTOR SEWERS,  
HOWLETT AND WATERVIEW  
WALKWAY**

**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;
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    - 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,



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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.

### 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 34;
- (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 35 - 37.

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 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 30.

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, and in particular the Waterview Primary School;
- (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,



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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.
  - (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 L<sub>peak</sub> 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 L<sub>peak</sub>; 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 L<sub>peak</sub>.

*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<sup>-1</sup> 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.

### 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. Subject to the approval of Auckland Transport, the Requiring Authority shall implement temporary no stopping restrictions and associated pavement marking on Waterbank Crescent for the entirety of the construction works. These no stopping restrictions and associated pavement markings shall be removed at the completion of the construction works. The temporary no stopping restrictions shall be provided on the western side of Waterbank Crescent directly opposite the access for 15 m and to the south of the access for 5 m on the eastern side of Waterbank Crescent.

28. Vehicle access to the Howlett and Waterview Walkway site from Waterbank Crescent shall be a minimum width of 3.0 m.

### Pedestrian Management

29. 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

30. Construction hours shall be as follows, except where work is necessary outside the specified days or hours for the purposes specified in Condition 32 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



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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 31.
31. Truck movements are restricted from entering and exiting sites in proximity to schools and colleges between 8:15am and 9:15am and 2:45pm and 3:15pm Monday to Friday during school and college term times.
32. 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 (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

33. 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

34. 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

35. 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.
36. 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 37.
37. 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

38. 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:

- (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.

39. 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.

40. 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 38 and 39.

#### **D05-03 COUNCIL CARPARK, BETWEEN MOTORWAY AND GREAT NORTH ROAD**

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.

#### **D05-06 PROPOSED REGIONAL ROAD**

Development to be in accordance with the following -

1. That at the time of detailed design a landscape plan be submitted to the Council including fencing and planting which will be implemented at the boundary of the road with all land zoned residential and open space to minimise noise and provide screening.
2. The terms for implementing this designation shall be 12 years from its inclusion in 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.

#### **D05-07 CONCEPT PLAN - AUCKLAND INSTITUTE OF STUDIES**

#### **DOMINANT ACTIVITY: TERTIARY EDUCATION**

##### **1. Activity Areas**

##### **1.1 Permitted Activities**

##### **Area A**

- Carparking (existing at 16 December 2004)
- Student residential accommodation for up to 120 students (existing at 16 December 2004)
- Landscaping and fencing associated with the implementation of the Concept Plan
- Accessory buildings for the maintenance of the campus grounds and buildings including storage and workshop (existing at 16 December 2004)
- Educational facilities providing for a maximum campus population\* of 1,100 during the week (Mondays to Fridays) and 570 at weekends and including buildings existing at 16 December 2004



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### \*Note:

The term "campus population" has the meaning set out in Clause 2.7 of this Concept Plan.

### 1.2 Controlled Activities

#### Areas A and B

- Land and buildings used for recreational purposes associated with educational use of the site

### 1.3 Discretionary Activities

#### Areas A and B

- Educational facilities including buildings (not existing at 16 December 2004)
- Carparking, including the construction of carpark buildings (not existing at 16 December 2004)
- Student residential accommodation (not existing at 16 December 2004) for up to 400 students
- Educational facilities providing for a campus population\* of between 1,100 and 1,500

### \*Note:

The term "campus population" has the meaning set out in Clause 2.7 of this Concept Plan.

### 1.4 Explanation

The delineation of the above two areas, A and B, has been based around a recognition of the need to protect the amenities of those residents on the south east and south west boundaries of the campus. In order to protect the amenity of the residential areas as well as the amenity of the adjacent golf course, any new buildings in Areas A and B are subject to a discretionary activity resource consent process. The Concept Plan has limited new building platforms to Area B which has been identified as an area where new buildings could occur given its location to the north east and north west of the site.

This Concept Plan in its current form was included in the District Plan as a result of a private plan change application from AIS which was heard by Independent Hearing Commissioners on behalf of the Council in late 2004. The application sought to provide for a campus population of up to 3,000 as a discretionary activity. In their recommendation on the proposed plan change (and the Council's endorsement of it), the Commissioners were strongly of the view that 3,000 would not be a sustainable campus population for this site in this location. Accordingly, the Commissioners made a number of modifications to the plan change, including reducing the proposed campus population to a maximum of 1,500 persons as a discretionary activity.

## 2. Development Controls

All development on the Concept Plan area will be subject to those development controls contained in Clause 10.8.1 of the Plan, except where specified below.

### 2.1 Building Platform

Building development is limited to the building platforms identified on D05-07(2).

### 2.2 Parking

The following parking standards are to be complied with:

- a) Parking is to be provided at a minimum ratio of 1 space for every 3 students and staff permitted to be on the site at any one time.
- b) All parking is to be located within the identified parking areas shown on D05-07(1) and D05-07(2).
- c) Subject to paragraph (a) above, all parking must otherwise comply with Part 12 of the Plan. This includes the requirement under Clause 12.9.1.1A for parking for more than 100 vehicles to be treated as a controlled activity.
- d) AIS shall ensure that there is no need for persons attending or visiting the campus to park their vehicles in adjacent residential streets. This may be achieved by providing sufficient on-site parking and by initiating other methods to manage transport demand. (Refer also to monitoring requirements set out in Clause 3.1 below.)
- e) A designated on-site bus stop and bus parking area is to be provided.

### Note:

As at 16 December 2004, there were 310 parking spaces on the AIS campus. An additional 57 parking spaces are required in order to accommodate the maximum permitted campus population of 1,100. Construction of the additional carparking will require resource consent for a discretionary activity.

### 2.3 Access

All vehicle and pedestrian access shall be from Linwood Avenue.

There shall be no pedestrian or vehicle access to the site from Burnside Avenue or Martin Avenue. The existing Martin Avenue access shall be closed and the boundary of the AIS campus with Burnside and Martin Avenues shall be appropriately fenced so that no pedestrian or vehicle access can be achieved at all times. This fence shall be completed to the satisfaction of the Council's Manager: City Planning within three months of the Concept Plan becoming operative and shall be constructed only after consultation with adjoining property owners.



### Northern Linwood Avenue Access

- a) This access will be closed to traffic during the following hours:
  - Mondays to Saturdays between 10.00pm and 7.00am the following day; and
  - Sundays between 6.00pm and 7.00am the following day.
- b) The access will be closed by means of a physical barrier such as a locked gate.
- c) A sign will be erected at the access clearly advising of the times during which the access is open.
- d) Acoustic fencing of 1.8m in height will be constructed along the boundary of 36 Linwood Avenue and AIS.
- e) The actions set out in paragraphs (a) to (d) above will be completed within one month of this Concept Plan becoming operative to the satisfaction of the Council's Manager: City Planning.

### Southern Linwood Avenue Access

Acoustic fencing of 1.8m in height will be constructed along the side boundaries of 28 and 30 Linwood Avenue adjoining the southern Linwood Avenue access into the AIS site. This fence will be completed within one month of this Concept Plan becoming operative to the satisfaction of the Council's Manager: City Planning.

#### 2.4 Signs

Refer to Clause 4.5 of the Plan and Part 27 of the Council's Consolidated Bylaw.

#### 2.5 Noise Controls

The noise controls set out in Clause 10.8.1.4 of the Plan will apply.

See also Clause 2.3 above for controls designed to minimise noise to properties adjoining the vehicle access points.

#### 2.6 Artificial Lighting

Refer to Clause 4.6 of the Plan and Part 13 of the Council's Consolidated Bylaw

#### 2.7 Site Intensity

As a permitted activity, the campus population is limited to 1,100 persons at any one time.

Increases in campus population above 1,100 up to a maximum of 1,500 persons requires resource consent as a discretionary activity.

"Campus population" means the number of students and staff present on the site at any one time. For the purposes

of calculating campus population, students living on the campus will be assumed to be on the site at all times.

As a permitted activity, up to 120 students may be accommodated student residential accommodation existing at 16 December 2004.

As a discretionary activity, up to 400 students in total may be accommodated in student residential accommodation.

Within 48 hours of receiving a written request from the Council, AIS will provide information about the staff and students present on the campus throughout the course of a particular campus day. This is for the purposes of monitoring.

#### 2.8 Minimum Landscaped Permeable Surface

35% of the total site area.

#### 2.9 Building Coverage

35% of the total site area.

#### 2.10 Landscaping

Screening trees and shrubs, in accordance with the conceptual landscaping plan D05-07(3), shall be planted in Area B along the site's boundary with the adjoining Open Space zoned land 12 months prior to any construction work being undertaken on the building platforms.

A planting and maintenance programme shall be submitted to and approved by the Council prior to the planting being implemented. The planting plan and maintenance programme shall be prepared by a registered landscape architect. It shall include details of plant sizes at the time of planting and intended species, including mature specimen trees to provide screening. It shall set out the methods for irrigation and fertilising to ensure continued growth of the plants, methods to protect planting during construction and provide details on the timing of planting.

The planting plan and maintenance programme shall detail topsoil depths, sufficient to ensure the optimum growth of the plants. In particular, boundary planting shall be required to achieve the following minimum topsoil depths at the time of planting:

- For trees 1m of topsoil depth; and
- For shrubs 0.4m of topsoil depth.

#### Note:

These minimum topsoil depths may either be achieved using existing ground conditions where appropriate, or through mounding.



### 2.11 Height

The maximum height for the carparking building platform shall be 8 metres. The maximum height for all other building platforms shall be 10 metres.

For the purposes of determining maximum height on the building platform in the north western corner of the site (marked on D05-07(2)) using either the average or rolling height method, the maximum ground level shall be taken as RL22.5 and no regard shall be had to ground levels above RL22.5.

#### Note:

Regard shall be had to ground levels below RL22.5.

## 3. Monitoring and Liaison

### 3.1 Carparking and Traffic

The following monitoring procedures are to be implemented in order to ensure that sufficient on-site carparking is provided and that the external traffic impacts are both identified and mitigated.

- a) AIS shall provide a 12-monthly statement to the Council at the commencement of each academic year being defined as March of each calendar year, identifying campus numbers and formally marked carparking spaces. These campus numbers will need to identify both total persons, being equivalent full-time students and full-time equivalent staff and campus population, being numbers of students and staff on the site at any one time.
- b) In conjunction with paragraph (a) above, AIS shall provide the Council by 31 March each year a statement of the number of parking spaces provided on the site.
- c) AIS is to undertake an annual traffic survey during a peak operational period (as agreed with the Council's Manager: Transport Planning) to determine:
  - i) The extent of traffic generation in the surrounding streets resulting from the AIS operation; and
  - ii) The on-site parking demand and the incidence of on-street parking resulting from the AIS operation.

The survey is to include Linwood, Burnside and Verona Avenues, Martin Avenue as far south as Rossgrove Terrace, Rossgrove Terrace between Norrie and Martin Avenues and Challinor Crescent. The survey is to be undertaken by a registered traffic engineer during the course of a typical day. The manner and timing of the survey is to be agreed beforehand with the Council's Manager: Transport Planning. The survey shall include information setting out the actual campus population during the time that the survey was

being undertaken. The results of the survey are to be provided to the Council within one month of the survey being undertaken.

### 3.2 Community Liaison

#### a) 24-hour AIS Contact and Complaints Register

- i) AIS shall provide the owners and occupiers of all properties adjoining the site and the Mt Albert Residents Association ("MARa"), with a 24-hour contact phone number(s) for reporting concerns or complaints associated with AIS directly to AIS management or security staff.
- ii) AIS shall keep and maintain a register of any complaints about the AIS operation received by telephone including those received via the 24-hour contact phone number(s), email, written correspondence or face to face meetings. The register shall record the time of the complaint, who it is from, the nature of the issue and the action taken by AIS. AIS shall make the register available to the Council within 48 hours of a written request from the Council.

#### b) Community Liaison Group

- i) AIS shall form a Community Liaison Group ("CLG") for the purpose of consulting and liaising with the local community in respect of AIS St Helen's, including the implementation of and compliance with this Concept Plan.
- ii) AIS shall invite the following parties to participate in the CLG:
  - "MARa";
  - Auckland City Golf Course Ltd, or any successive manager of the Chamberlain Park Golf Course;
  - Local residents living in the following streets:
    - Linwood Avenue;
    - Burnside Avenue;
    - Verona Avenue;
    - Martin Avenue (those properties located on either side of Martin Avenue between Rossgrove Terrace intersection and the former Martin Avenue entrance into AIS);
    - Rossgrove Terrace; and
    - Challinor Crescent; and
  - Gladstone Primary School Board of Trustees.
- iii) AIS shall convene a meeting of the CLG on a yearly basis no later than one month after undertaking the annual traffic survey (refer to Clause 3.1(c) above), for the purpose of providing



and discussing the traffic survey and any other matters of concern to the community arising from activities at AIS.

- iv) AIS shall provide a written invitation to the parties outlined in paragraph (ii) above at least ten working days before the meeting is proposed to be held.
- v) The meeting shall be held at a convenient location mutually agreed upon by AIS and MARA. The costs, if any, of renting the venue shall be borne by AIS.
- vi) The meeting shall be chaired by an independent party with mediation skills as agreed between AIS and MARA. The cost of employing such a person shall be borne by AIS.
- vii) Minutes of the meeting shall be provided to all attendees promptly following the meeting. A copy of the minutes shall also be provided to the Council's Manager: City Planning.

#### 4. Criteria for Assessment of Applications for Resource Consent for Controlled and Discretionary Activities

In addition to the criteria set out in Clause 10.7.2.2 of the Plan for controlled activities and Clause 10.7.2.3 for discretionary activities, any activity nominated as a controlled activity or a discretionary activity in this Concept Plan shall be assessed against the following criteria:

- a) The extent to which planting and other landscaping will be provided in a manner which:
  - Is consistent with the conceptual landscaping plan D05-07(3).
  - Avoids, remedies or mitigates adverse visual effects with particular regard to views from adjacent Residential and Open Space zoned land. This includes whether boundary planting is of a suitable species, spacing and size to provide screening of the new buildings when viewed from the adjoining Open Space zoned land.
  - Includes provision for specimen trees in appropriate locations with particular regard to the need to mitigate the effects of the loss of any existing trees which need to be removed during development.
  - Provides adequate topsoil depth to allow for optimum growing conditions for boundary screen planting. This would be required to be achieved through mounding where existing ground conditions are not adequate to provide minimum topsoil depths of 1m for trees and 0.4m for shrubs.

- b) The extent to which adverse effects on adjoining residential properties and the golf course are avoided, remedied or mitigated.
- c) The extent to which any potential adverse effects on the wider transport infrastructure and network are mitigated. In identifying this potential issue, reference is made to the following transport actions which the Council may require to be actioned or funded by AIS as a condition of any consent:
  - Widening Linwood Avenue by approximately 2.2m in the vicinity of the site access points to allow for the provision of a central painted flush median and the provision of left turn slip lanes for vehicles turning left into the site from Linwood Avenue. These works are intended to reduce delays for other traffic using Linwood Avenue. Any loss of on-street parking due to the road widening is to be mitigated by the provision of replacement parking in recessed parking bays at suitable locations on Linwood Avenue.
  - The upgrading of vehicle access points to the campus from Linwood Avenue to a sealed width of 10m. This work will allow the provision of separate left and right turn lanes for vehicles exiting the site and will assist in minimising delays for vehicles exiting the site.
  - Modification of the vertical alignment of Linwood Avenue to ensure that adequate visibility is maintained at the northern Linwood Avenue access for traffic safety.
  - Provision of low noise generating surfaces, such as friction course sealing, on Linwood Avenue adjacent to the southern Linwood Avenue access into AIS.
  - The enhancement of existing pedestrian access from Linwood Avenue in order to minimise pedestrian and vehicle conflict.
  - The design and implementation of intersection upgrades (to the extent that these are required to deal with traffic effects generated by the development on site) for the following intersections:
    - I) St Lukes Road and Linwood Avenue;
    - II) Linwood Avenue and Rossgrove Terrace; and
    - III) Rossgrove Terrace and Asquith Avenue.
  - The implementation of a transport demand management strategy to reduce reliance on private motor vehicles by AIS staff and students as a means of transport to the site and to minimise the increase in peak period traffic generation.

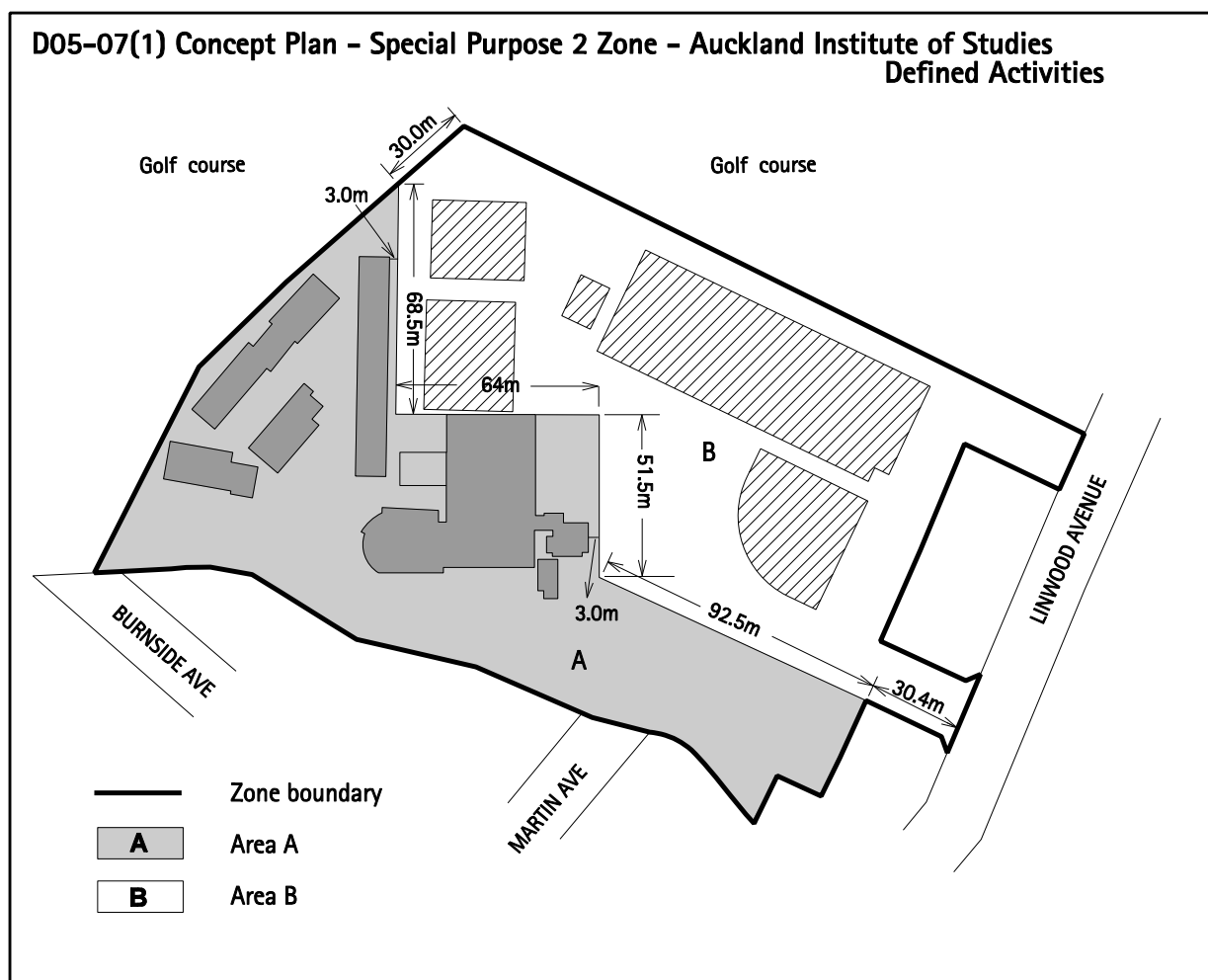


## APPENDIX B (PLANNING MAPS)

- d) The extent to which the proposal provides for safe pedestrian access into and within the site (other than from Martin Avenue). This will include consideration of the pedestrian connections from the site to the adjoining street network and the Asquith Avenue campus.
- e) The extent to which new buildings include suitable screening and/or use toughened glass to minimise damage to people and AIS property caused by golf balls from the adjoining golf course.
- f) In the event that boundary planting along the north eastern boundary of the site (as required by Clause

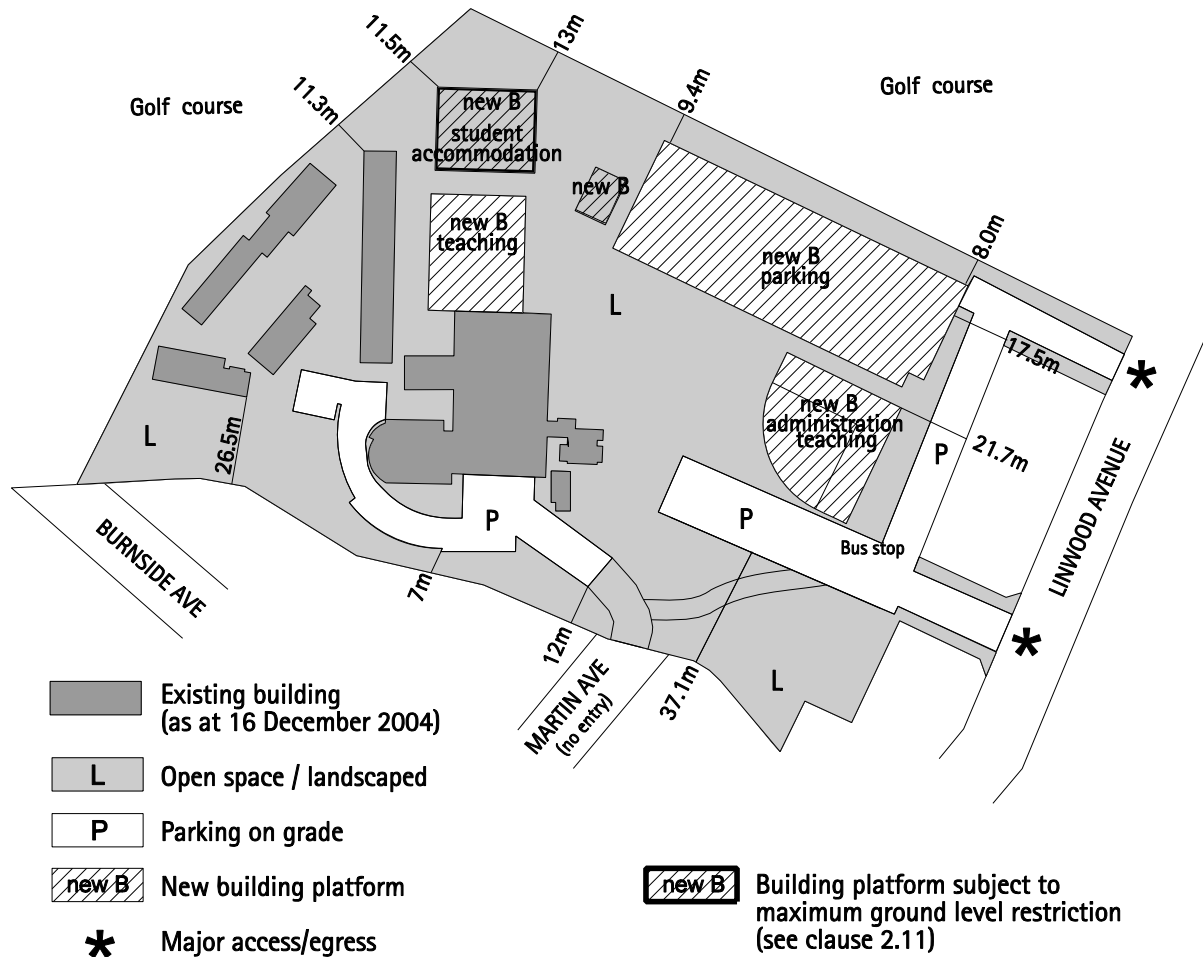
2.10 above) is not yet of sufficient height and form to provide adequate visual screening of the parking building when viewed from the adjoining golf course, the following criterion shall be relevant:

The carparking building shall be designed such that its building form and north western façade treatment reduces the visual impact of the bulk of the building and provides interest through façade modulation, setbacks, contrasting materials, parapet and/or roof forms and building openings.

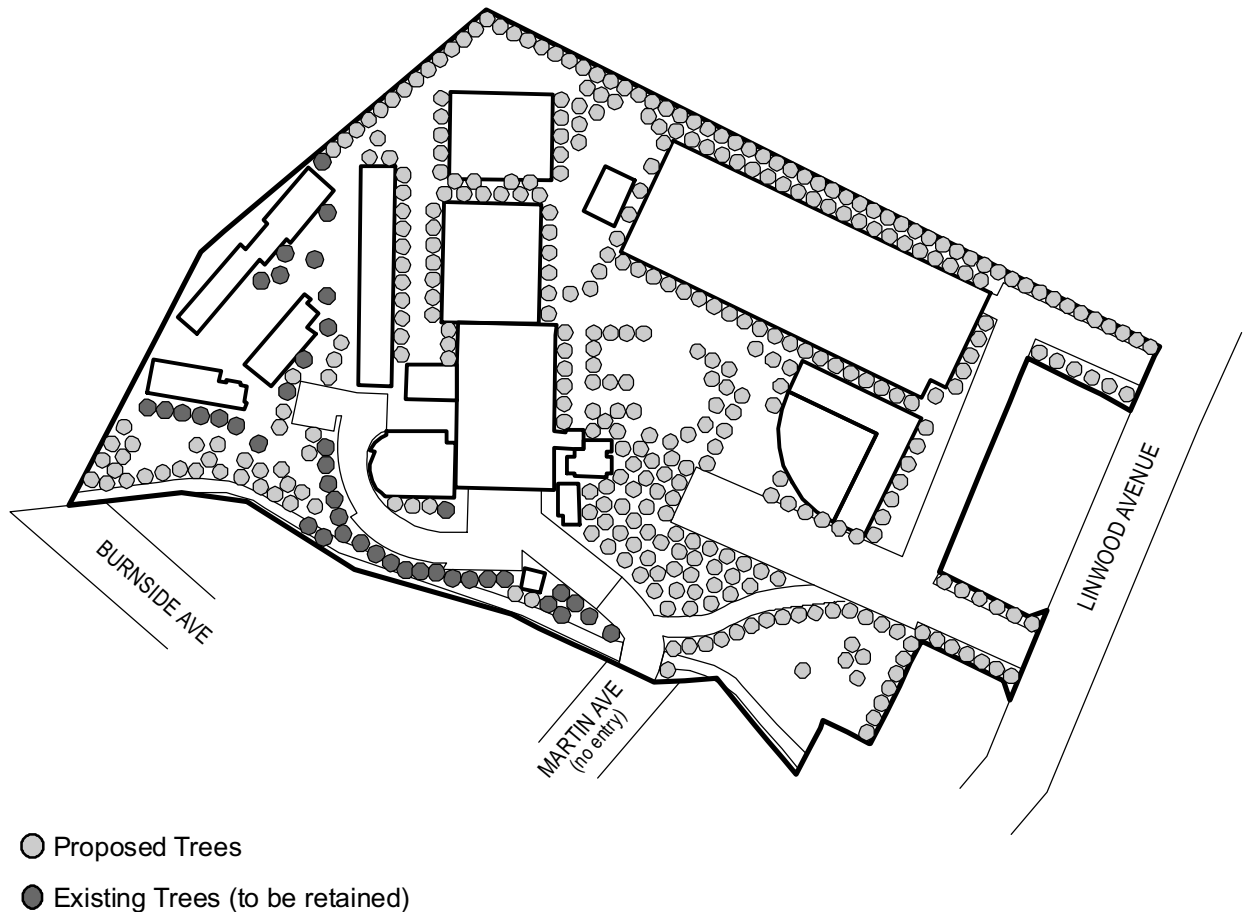




**D05-07(2) Concept Plan – Special Purpose 2 Zone –  
Auckland Institute of Studies – Activity Locations**



**D05-07(3) Concept Plan - Special Purpose 2 Zone -  
Auckland Institute of Studies - Landscape Plan (conceptual)**



**SECTION CONTINUED**

**Plan change annotations - key**



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



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

Underlined content to be inserted.

~~Struck through~~ content to be deleted.



