

**F14-13 PANMURE PRIMARY SCHOOL,
MT WELLINGTON HIGHWAY**

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

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

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

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:
 - (a) indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
 - (b) exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
 - (c) trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

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

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

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

**F14-15 BUILDING LINE FOR ROAD
WIDENING, LAGOON DRIVE**

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.

**F14-16 BUILDING LINE FOR ROAD
WIDENING, MOUNT WELLINGTON
HIGHWAY**

Development to be in accordance with the following -

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

**F14-17 WASTEWATER PURPOSES,
PANMURE BASIN FORESHORE
IRELAND ROAD**

Development to be in accordance with the following -

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

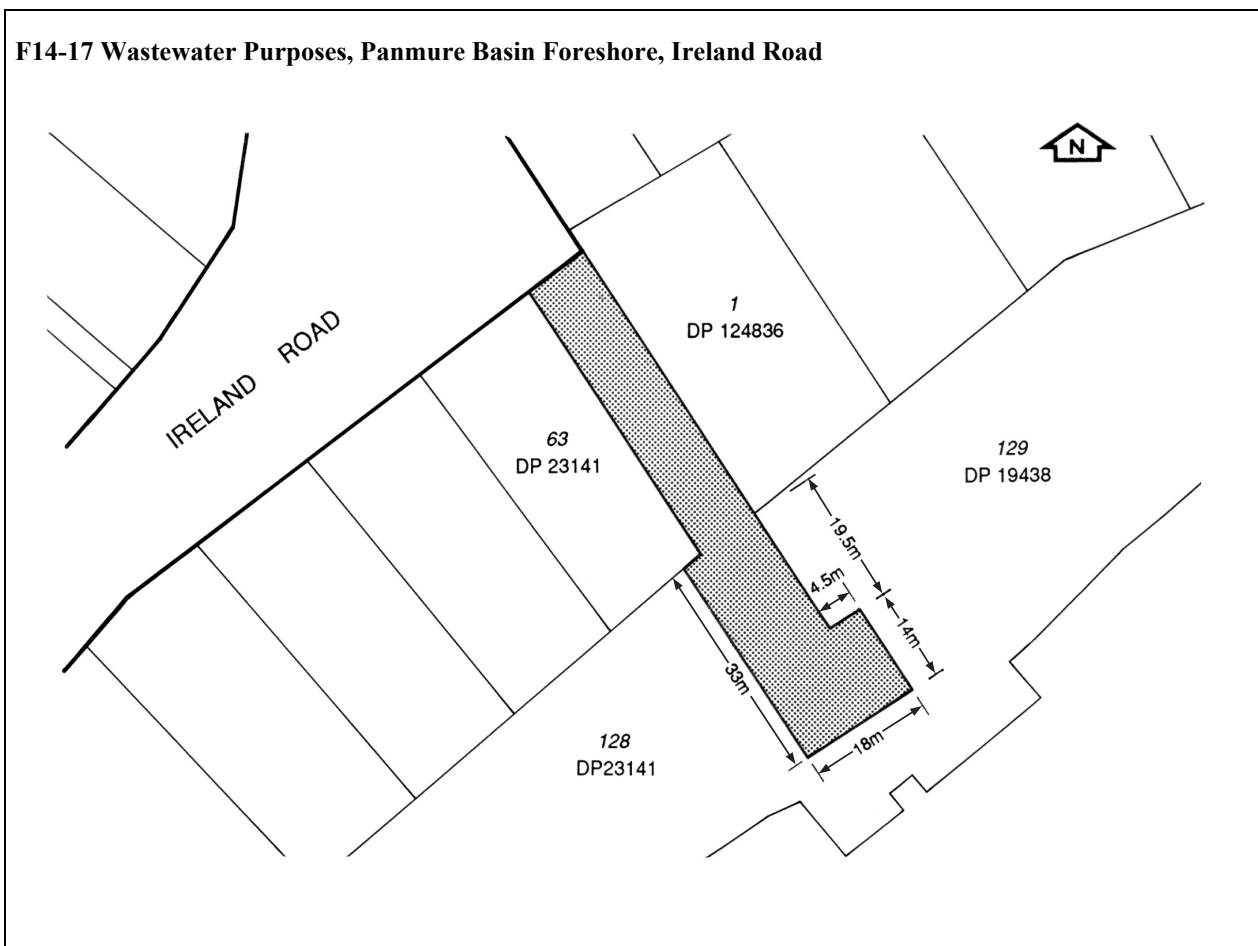


APPENDIX B (PLANNING MAPS)

(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.

See also Diagram F14-17



F14-18 WATER SUPPLY PURPOSES, MT WELLINGTON DOMAIN

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.

F14-19 WATER SUPPLY PURPOSES, MT WELLINGTON DOMAIN

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.
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.

F14-20 WORKS DEPOT, MOUNTAIN ROAD

Development to be in accordance with the following -

- 1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
- 2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F14-21 COUNCIL CARPARK, LAGOON DRIVE

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.

F14-23 COMMUNITY CENTRE, MT WELLINGTON HIGHWAY

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.

F14-33 CONCEPT PLAN - MT WELLINGTON

1. ACTIVITIES

Note: The Dulux site is subject to contamination. Accordingly the following activities are only permitted activities once compliance with a resource consent lodged in accordance with the provisions of Clause [5E.7.1C CONTAMINATED SITE CONSENTS](#) has occurred.

A. Permitted Activities

(Applicable only to 'Area A' on the Concept Plan and subject to the traffic generation threshold rule 2C below)

- Accessory buildings or ancillary activities for any of the permitted activities listed below.
- Building improvements and hire centres.
- Bulk storage.
- Care centres.
- Carparking areas and/or parking buildings
- Community welfare centres.
- Entertainment facilities.
- Garden centres.



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- Healthcare services.
- Industry.
- Motor vehicle sales and services premises.
- Offices.
- Places of assembly.
- Premises for cultural activity and/or natural display.
- Restaurants, cafes and other eating places.
- Retail premises excluding supermarkets, grocery stores and department stores (as defined below).
- Taverns.
- Warehousing and storage.

B. Controlled Activities

(Subject to satisfying the traffic generation threshold rule 2C, below).

- Any of the permitted activities listed above but located in 'Area B' on the Concept Plan.
- Internal roads and access other than as shown on the Concept Plan, or required to provide pedestrian and shuttle bus access to the new suburban rail station.
- Drive-through facilities.

C. Discretionary Activities

- Any activity listed above which requires discretionary activity consent in terms of the traffic generation threshold rule 2C below.

Definitions

For the purpose of this Concept Plan and its provisions, the following definitions shall apply.

Supermarket and Grocery Stores

This activity consists of premises mainly engaged in retailing groceries or non-specialised food lines, whether or not the selling is organised on a self-service basis.

Department Stores

This activity consists of premises where 50% or more of the value of retail sales are in a combination of products from all of the following categories:

- (i) Household linen and manchester
- (ii) Clothing and clothing accessories
- (iii) China, glassware and kitchenware
- (iv) Perfumes, cosmetics and toiletries
- (v) Toys and games

2. DEVELOPMENT CONTROLS

All development is subject to the development controls of Clause 8.8.3 **DEVELOPMENT CONTROLS FOR THE BUSINESS 8 ZONE**, except as otherwise specified in this Concept Plan.

A. Building Platform

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

B. Maximum Gross Floor Area

The maximum gross floor area for the site is 20,500m², of which the maximum gross floor area committed to retail premises shall not exceed 13,800m². Small scale retail premises having a gross floor area of less than 500m², shall not comprise more than 25% of the retail gross floor area.

C. Traffic Generation Threshold

No proposed activity or activities shall contribute to the cumulative effect of generating traffic which leads to more than 1000 vehicle movements per hour to and from the site in the afternoon peak period (4.30pm to 6.00pm weekdays).

In order to establish compliance with this rule the following process shall be followed:

Test 1

A 'first pass' test based on the standard traffic generation as set out in the matrix provided below will indicate whether the traffic generation of any proposed activity or activities is likely to have the cumulative effect of exceeding 1000 vehicle movements per hour to and from the site in the afternoon peak period.

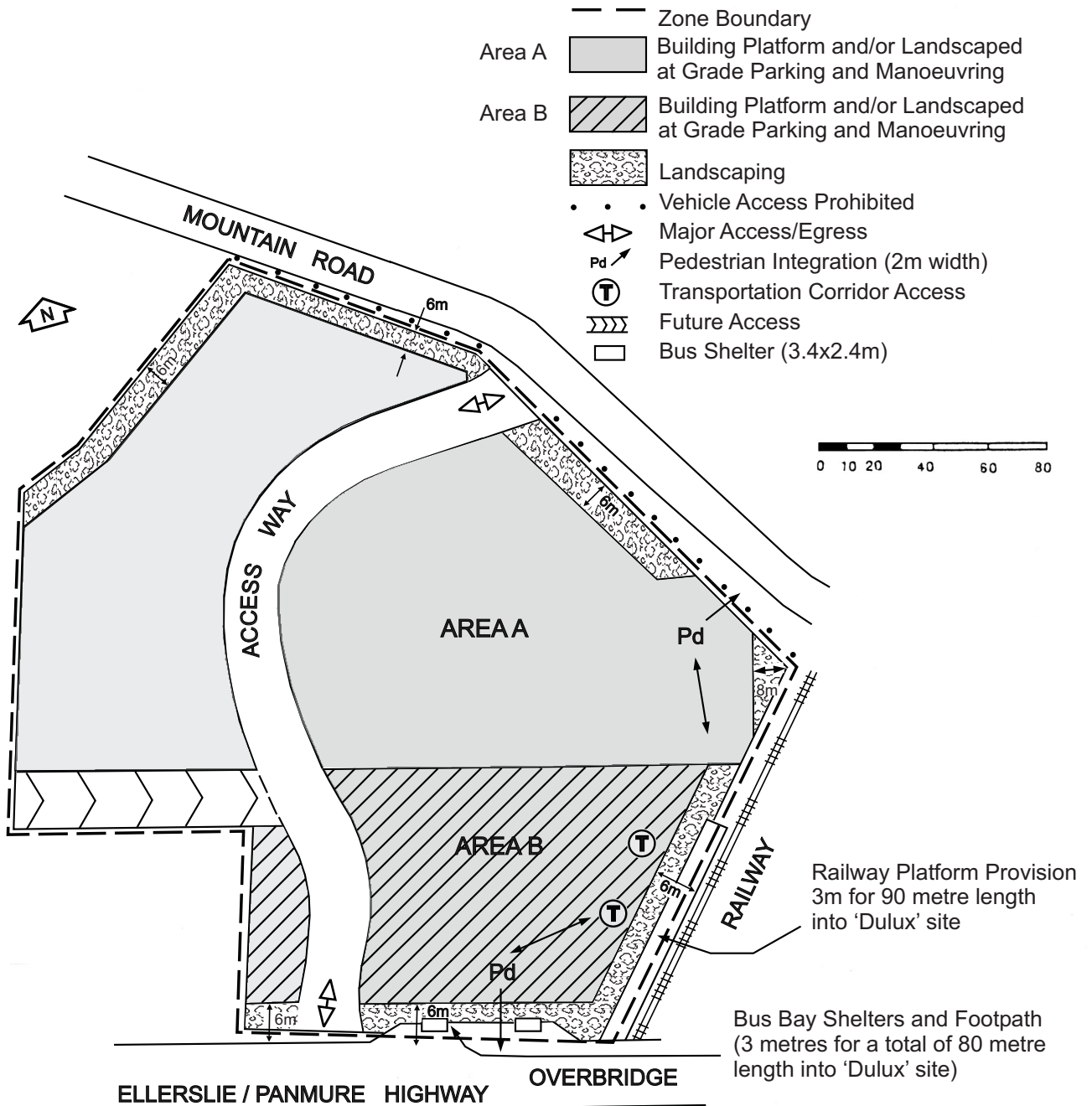
Any proposed activity or activities failing this test shall be subject to the second test below.

Process to be followed in the calculation of Traffic Generation Threshold Test 1

- (i) Calculate generation figure for any existing development on the site using the table below;
- (ii) Calculate generation figures for the proposed activity/activities, using the table below;
- (iii) Add the generation figures in (i) and (ii) together.
- (iv) If the total generation figure does not exceed 1000 vehicle movements per hour to and from the site in the afternoon peak period then the traffic generation threshold control is deemed to have been met.



F14-33 Concept Plan - Business 8 Zone - Dulux Panmure Site Development



- NB
- 1 Access to T to be maintained for shuttle bus or similar
 - 2 Access way of 12m
 - 3 All landscaping shall be to the Council's satisfaction



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If the total generation figure does exceed 1000 vehicle movements per hour to and from the site in the afternoon peak period, then the Traffic Generation Threshold Test 2 is required.

Test 2

The second test requires the provision by the applicant of a Traffic Engineer's report which satisfies the Council's Traffic Engineers that the particular traffic generation characteristics of specific activities being proposed will in fact remain within the cumulative traffic generation threshold of 1000 vehicle movements per hour to and from the site in the afternoon peak period.

Any proposed activity or activities which fail this second test are a discretionary activity in terms of this Concept plan.



Activity	Proposed Floor Area	Traffic Generation Factor (vehicles per hr per m ² gfa)	Estimated Generation
Accessory buildings or ancillary activities		As for primary activity	=
Building improvements centres		x .025	=
Bulk storage		x .005	=
Care centres		x .007	
Carparking buildings		x -	=
Community welfare centres		x .01	=
Entertainment facilities		x .025	=
Drive-through facilities	No. of drive-through lanes	100 vehicles per hour per drive through lane	=
Garden centres		x .02	=
Healthcare services		x .04	=
Industry		x .01	=
Motor vehicle sales and service premises		x .01	=
Offices		x .03	=
Restaurants, cafes and eating places		x .05	=
Retail premises (excluding supermarkets, grocery stores and department stores)		x .05	p
Warehousing and storage		x .005	=

Explanation

The traffic generation threshold control is designed to ensure that activities on the site will not adversely impact on the surrounding road network, particularly Ellerslie Panmure Highway and Panmure Roundabout. The traffic generation threshold identifies the cumulative number of vehicle trips which can occur to and from the site during the peak afternoon period without significantly affecting the flow of traffic along the adjoining roads. The threshold figure of 1000 vehicles has been established having regard to the traffic mitigation measures which are to be provided as detailed in Clause 4(ii) of the Concept Plan. The control enables the Council to consider new activities on the site and the cumulative effect of their additional traffic generation. Where the traffic generation threshold tests are not met then a resource consent is required.

D. Carparking and Loading

Minimum carparking of 1 space per 30m² gross floor area is required to be provided on site in accordance with Clause 12.8.1.3 ASSESSMENT AND FORMATION OF PARKING AND LOADING AREAS of the Plan. Loading spaces shall be provided in accordance with standards set out in Clause 12.8.1.2 LOADING STANDARDS of the Plan.

E. Maximum Height

The maximum height of any building shall not exceed 15 metres

However, the special height limits in Clause 5C.7.6 VIEWS, shall apply where relevant.

F. Amenity Buffers/Landscaping

The site is to be landscaped as indicated on the Concept Plan, and maintained to the satisfaction of the Council.



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Clause 8.8.3.6 **ACTIVITY BUFFERS** shall not apply in areas where required landscaping is identified on the Concept Plan.

G. Pedestrian Plaza

A centrally located public pedestrian plaza area with a minimum horizontal dimension of 20m and a minimum area of 650m² shall be provided containing seating and landscaping within the site to the satisfaction of the Council.

H. Screening

Refer to Clause 8.8.3.6B **SCREENING**

I. Integration

A direct and highly visible 2 metre wide pedestrian walkway shall be provided linking Mountain Road and the bus bays on the Ellerslie Panmure Highway Overbridge and the platform for the new suburban rail station.

Access shall be provided for shuttle buses between the platform for the new suburban rail station and the Ellerslie Panmure Highway.

3. SUBDIVISION

Any subdivision of the site is a discretionary activity and will be assessed against the objectives of the Business 8 zone. Access through the site, as shown on the Concept Plan will be a requirement of any subdivision of this site.

4. FINANCIAL CONTRIBUTION

(i) Reserve Contribution

The reserve contribution for subdivision of the site shall be assessed based on an equivalent area of land to that which would be required as a reserve contribution if the site were zoned Business 2 or 3, and may be met in whole or in part by land or any estate in land sufficient to allow for the items set out below in order of priority, provided that in appropriate circumstances the developer may provide such items as works to improve public amenities as a credit against its reserve contribution.

The transfer of any estate in land to the Council shall be protected by an appropriate registrable instrument to the reasonable satisfaction of the Council.

In the event that the developer provides these items or any of them by way of works to improve public amenities, such provision shall be to the satisfaction of the Council and the ongoing performance of the provision of the item shall be

protected by way of a covenant in favour of the Council pursuant to Section 108(1)(c) of the Act.

Item	Land requirement
1. Suburban train station	Strip within Dulux site 3m wide by 90m long adjoining rail cutting.
2. Shuttle bus access to station	Direct additional access through Dulux site between suburban train station and accessways marked on Concept Plan.
3. Provision for bus bay adjoining Ellerslie-Panmure Highway	Provision for bus bay 3m wide by 64m long with tapers as indicated on the Concept Plan.
4. Pedestrian plaza	Centrally located area of 640m ² able to accommodate a circle with a 20m diameter in any horizontal direction.

ii) Mitigation of Adverse Effects by Financial Contribution.

In order to remedy or mitigate adverse effects on the environment the financial contributions will be required for the following works:

Item	Work
<p>a) Traffic lights at Ellerslie Panmure Highway entrance to site. (Maximum value of contribution required \$142,000.00) ⁽¹⁾.</p> <p>Purpose To facilitate the function of the arterial route and Panmure roundabout and provide safe and efficient vehicle access and egress to the site, whilst also allowing safe pedestrian crossing of Ellerslie Panmure Highway.</p> <p>Delivery Date By completion of the development or commencement of the activity, whichever comes sooner.</p>	<p>Provision of signals including pedestrian phase; and full intersection works including road marking, and modifications to the existing median in the vicinity of the traffic lights.</p> <p>Trigger Application for any new activity or development on the site (resource consent or building consent application whichever comes first).</p>



Item	Work
<p>b) SCATS linking of traffic lights at entrance (see 1 above) to pedestrian signals in Jellicoe Road, Lagoon Drive, and the Ellerslie Panmure Highway/Mt Wellington Highway intersection. (Maximum value of contribution required \$16,000.00)⁽¹⁾.</p> <p>Purpose To allow metering of traffic on the approaches to the Panmure Roundabout and facilitate good traffic flow on the surrounding network.</p> <p>Delivery Date By completion of the development or commencement of the activity whichever comes sooner.</p>	<p>Installation of SCATS network system.</p> <p>Trigger Application for any new activity or development on the site (resource consent or building consent application whichever comes first).</p>

Item	Work
<p>c) Access through Dulux site for sites to the west of the site. (Namely CT71A/61, Lot 2, DP121854; CT 1345/5, Lot 1 DP44090; CT 1345/4, Lot 2 DP44090).</p> <p>Purpose To allow sites to the west of the Dulux site to obtain access utilising the signalised intersection proposed for the main entrance from the Dulux site onto the Ellerslie Panmure Highway.</p> <p>Delivery Date By completion of the development or commencement of the activity, whichever is the sooner.</p>	<p>Design and formation of 10 metre wide access as indicated on Concept Plan providing for one lane in each direction and a footpath on one side.</p> <p>Trigger Lodgement of building consent or resource consent application for any new activity or development on sites adjacent to the west and accessing Ellerslie Panmure Highway.</p>

Item	Work
<p>d) Formation of bus bay on Ellerslie Panmure Highway and associated provision of 2 bus shelters. (Maximum value of contribution required \$5,500.00).⁽¹⁾</p> <p>Delivery Date By completion of the development or commencement of the activity, whichever is the greater</p>	<p>Design and formation of bus bay 3 metres wide, and 64 metres length to be full width, with tapers for an 11 metre length at the entrance to the bay and 5 metres at the exit of the bay. Two associated bus shelters of 3.4m x 2.4m to be located as indicated on the Concept Plan</p> <p>Trigger Application for any new activity or development on the site (resource consent or building consent, whichever comes first).</p>

⁽¹⁾ This figure is in 1995 dollars and shall be adjusted for inflation utilising the Consumer Price Index

5. EXPLANATION

Business 8 zoning incorporating the above Concept Plan has been adopted for the site located at 526 Mt Wellington Highway, being the former Dulux Paints site. The zoning is intended to facilitate comprehensively planned and integrated large scale retailing. Various commercial, service and leisure uses are also provided for. The site is within 250 metres of the existing Panmure Centre. The relocation of the suburban rail station adjacent to the site will assist in integrating it both with Panmure Town Centre and other business activity sites in the area. Provision for pedestrian and shuttle bus access through the site are features of the Concept Plan in this regard. Through site access to Mountain Road and the provision for alternative future access for neighbouring sites to the west to connect with the controlled intersection at the main entrance to the site at Ellerslie Panmure Highway are also features of the Concept Plan.

The proximity of this site to the busy Panmure Roundabout has placed peak time traffic generation constraints on the particular types and scale of activity which can be sustained on the site. Adequacy of parking and access arrangements, along with amenity considerations have also influenced the scope of activities and the manner in which they have been provided for in the Concept Plan. Activities with



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traffic, access or parking characteristics outside of the standards set by the Concept Plan will be dealt with as a discretionary activity and considered against the Business 8 zone objectives and policies.

The Concept Plan reflects consideration of the above matters in combination with a concern as to the effects any new activity on this site may have on the environment (including effects on the physical resource of existing commercial centres). This has prompted a limitation of the retail gross floor area and the exclusion of supermarkets, grocery stores and department stores in the Concept Plan.

Internal roads and access other than as shown on the Concept Plan will be dealt with as a controlled activity and assessed against the Business 8 zone objectives.

The former Dulux site has been subject to contamination. The provisions of the Business 8 zone and the Concept Plan shall not be implemented until a resource consent approval in accordance with the provisions of [Clause 5E.7 RULES : ACTIVITIES](#) has been obtained and complied with.

6. SPECIFIC ASSESSMENT CRITERIA

In addition to being assessed against the objectives and policies of the Business 8 zone.

Controlled activities in 'Area B' on the Concept Plan

The location of activities in 'Area B' on the Concept Plan will be assessed in terms of the provision of convenient and effective pedestrian and vehicle integration between the proposed suburban rail station, Ellerslie Panmure Highway, Mountain Road and facilities associated with public transport in the area.

Such applications will be dealt with on a non-notified basis in accordance with Section 94(1)(b) of the Act.

Internal roads and access other than as shown on the Concept Plan (controlled activity)

Internal roads and access other than as shown on the Concept Plan will be assessed in terms of safety and convenience of the access, connections with the road network and (where applicable) how effectively they will service properties to the west of the site utilising the Dulux site as an access to the road network. Visual and other amenity considerations such as planter strips, footpaths and pedestrian crossing points will also be considered, along with the ability to accommodate integration of public transport services and facilities.

Drive-through facilities (controlled activity)

The concept of a drive-through facility involves frequent vehicle movements entering and exiting the site. Proposals must demonstrate to the satisfaction of the Council that the entry and exit points to the site are designed to suitably accommodate such movements.

They must also be located so as to avoid disruption to traffic flows on the adjoining roadway particularly Ellerslie Panmure Highway and the Panmure Roundabout.

Any facility must be so located on the site so that any queuing effects generated by the drive-through facility are absorbed on site.

Discretionary activities required in terms of the traffic generation threshold (Rule 2c. above)

Discretionary activities in terms of the traffic generation threshold will be assessed in terms of effects on the efficient operation of the surrounding road network, in particular Ellerslie Panmure Highway and Panmure Roundabout.

Assessment criteria for subdivision (discretionary activity)

The applicant shall demonstrate that the proposed use of any new site or sites created is in accordance with the Concept Plan's permitted activities or with an application for resource consent which has been granted.

Any subdivision proposal shall:

- (a) be consistent with this Concept Plan
- (b) demonstrate that the operation and management of the dominant activity of the zone will not be adversely affected.

F14-34 PANMURE PARK AND RIDE AND BUS INTERCHANGE FACILITY

Development to be in accordance with the following -

General Conditions

1. The scope and extent of the works authorised by the designation is to be generally in accordance with the Notice of Requirement and accompanying information, subject to final design and any modifications required to comply with the conditions below.
2. Any land taken or held for the works shall be maintained to a reasonable standard until physical works commence.

Landscape and Visual Effects

3. Prior to construction, a detailed landscape plan shall be prepared in consultation with Auckland City Council. Where practical, the design plan shall incorporate:
 - Locally sourced native species;
 - Public artworks that give recognition to the Maori heritage of the area.
4. Where encroachment into areas subject to view protection controls in the District Plan cannot be



avoided by structures such as lighting poles and fixtures, such structures shall be designed to have minimum impact, taking into account the assessment criteria in Clause 5C.7.6.5 Rules: Volcanic Cones of the District Plan. Details of any such encroachments together with an assessment of effects shall be provided to the Council at the time an Outline Plan is submitted.

Archaeological, Geological and Heritage features

5. An archaeologist or some other person approved by the New Zealand Historic Places Trust shall be present to monitor superficial earthworks to ensure that any surviving subsurface features are recorded and retrieved if appropriate.
6. Detailed protocols for the management of archaeological and waahi tapu discoveries shall be specifically discussed with tangata whenua prior to construction.
7. Should construction work uncover any archaeological remains, the requiring authority shall immediately advise tangata whenua and the New Zealand Historic Places Trust and cease working in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained.

Soil Contamination

8. Prior to construction, a Site Assessment Report shall be commissioned to determine the extent of any contamination.
9. Should the Site Assessment Report identify elevated contaminant levels, suitable protocols shall be implemented prior to and as part of the construction to ensure that the potential risks associated with disturbance to contaminated land are minimised.

Traffic Management

10. Prior to the finalisation of the design and/or submitting of the outline plan for the Panmure Park and Ride facility the requiring authority (Auckland City Council Rapid Transit Group) shall consult and obtain agreement with the owner(s) of 1-5 Jellicoe Road, Panmure (legal description Part Lot 1, DP 41568, CT 1114/276), and consult with the owner(s) and occupier(s) of 7-9 Jellicoe Road, Panmure (legal description Lot 1, DP 35778, CT 919/141) on the location and design of accessways into the site.

Specifically, any agreement with the owner(s) of 1-5 Jellicoe Road, Panmure will ensure that the location of the accessway(s) into the Panmure Park and Ride facility from Mountain Road will allow continued safe and effective vehicle and goods delivery access, using existing access and egress arrangements, to and from 1-5 Jellicoe Road, Panmure, from Mountain Road.

In order to facilitate the above, accessway(s) into the Panmure Park and Ride facility shall be located outside the areas identified in condition 11 below as identified in the map which forms part of the consent order signed on [date x].

The purpose of the consultation and agreement is to enable the owners of the sites specified above to have an input into the location and design of the accessways into and off the Panmure Park and Ride site.

In order to achieve this design solution, input from traffic engineers will be required.

11. No vehicular access to the proposed park and ride and bus interchange facility shall occur:

- south of the existing Mobil service station vehicular accessway (1-5 Jellicoe Road) on Mountain Road.
- a distance of 6m north of the existing Mobil service station vehicular accessway on Mountain Road.

In locating vehicular access into the proposed park and ride and bus interchange facility consideration shall also be made to the operation of the existing vehicular accessways into the Spotlight site (7-9 Jellicoe Road) from Mountain Road.

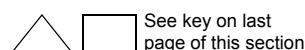
12. The establishment of the proposed park and ride and bus interchange facility shall not result in a reduction of the current width of Mountain Road, opposite the existing Mobil service station vehicular accessway on Mountain Road.

The intent of this requirement is to maintain adequate room for vehicles to wait, without obstruction, to turn right into the existing Mobil vehicular accessway on Mountain Road.

13. That the establishment of the proposed park and ride facility shall not necessitate the closing of Mountain Road, the altering of existing vehicle crossings to the sites identified in condition 10 above, or the changing of Mountain Road to oneway.

14. A left-in only driveway shall be provided on the Ellerslie/Panmure Highway, as close as possible to the western boundary of the site. The Requiring Authority shall consult with Traffic and Roading Services of ACC during detailed design to determine the preferred location and specific design details.

15. Loading zones, vehicle crossings and mobility parking spaces shall be provided in accordance with Section 12 of the District Plan.



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Pedestrian Access

- 16. Appropriate pedestrian crossing facilities across the Ellerslie/Panmure Highway and Mountain Road are to be provided to the site. The Requiring Authority shall consult with Traffic and Roothing Services of ACC to determine the preferred location and design of those pedestrian crossings.
- 17. The existing pedestrian crossing on Mountain Road is proposed to be retained.

In the event of this pedestrian crossing being relocated, it shall not be situated within a distance of 15m south of the existing Mobil vehicular accessway on Mountain Road.

Lapse Period

- 18. The period within which this designation shall lapse if not given effect to shall be 10 years from the date on which it is confirmed.
- 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.

F14-37 OPEN SPACE RESERVE, SPORTS FIELDS

Development is to be in accordance with the following:

- 1. Except as modified by the conditions below, the work shall be undertaken in general accordance with the NOR as signed by Auckland City Council and dated 5 September 2006 and the accompanying Assessment of Environmental Effects, as amended by the Concept Plan diagram F14-37.
- 2. That any development of the site is subject to the following development controls:
 - a) The maximum height of any building (excluding light poles) shall not exceed 10 metres. The maximum height for light poles is 17 metres except that this designation does not authorise any light poles which exceed any applicable District Plan height restrictions for the sightline to the volcanic cones, which are operative at the time the outline plan is approved.
 - b) The maximum height of a building (excluding light poles) shall not exceed 2 metres at a 45 degree recession plane, measured from the boundary.

Advice Note: For the avoidance of doubt this condition does not preclude the requiring authority obtaining a resource consent to authorise any lighting

pole that may intrude into any applicable District Plan sightline to the volcanic cones.

- c) The maximum coverage of any buildings and carparking areas shall not exceed 15% of the site.
- d) There shall be a minimum separation distance of 6 metres between any buildings or car parking areas and the boundary.
- e) No activity shall be permitted to create any noise which results in the following standards being exceeded:
 - i) The L10 noise level and maximum noise level (L_{max}) arising from any activity measured at or within the boundary of any residential zone shall not exceed the following limits:

Monday to Saturday	7.00am - 10.00pm	L10 55dBA
Sunday & Public Holidays	9.00am - 6.00pm	
At all other times		L10 40dBA L_{max} 75dBA

Crowd noise shall not be included in any assessment of noise levels.

The above noise levels shall be measured and assessed in accordance with the requirements of the NZS 6081: 1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

- 3. The use of artificial light producing an illuminance in excess of 150 lux measured at any point on the site in a horizontal or vertical plane at ground level shall not be permitted to extend beyond 9.30pm from Monday to Friday and shall not be used on weekends or public holidays.
- 4) The vehicle and pedestrian access, and the car parking shall comply with the following:
 - a) Access shall be opertaed as a one way circulation with each access width less than 3.5metres.
 - b) Parking widths and manoeuvring space shall comply with the District Plan.
 - c) A minimum of 3 disabled spaces shall be provided.
 - d) A minimum of 70 vehicle parking spaces shall be provided.
 - e) Gradients to the ingress and egress from Barrack Road shall be a maximum of 1 in 8 and transition areas and platforms to the road shall be 1 in 20.



- f) Separate pedestrian and cycle access from Barrack Road, each no less than 1.8 metres wide except that where a combined path provided, this shall be no less than 2.5 metres wide.
 - g) A minimum of 5 secure cycle racks shall be provided.
5. That prior to submitting an Outline Plan of Works, the following shall occur to establish the site for passive recreation:
- a) The removal of existing buildings or building remnants.
 - b) The provision of fencing necessary to secure the site, the design to be developed in consultation with the adjoining landowners. A 2m high solid wooden fence shall be provided on the boundary with any adjacent residential zone, unless it is agreed (in writing) with the relevant landowner to provide an open/visually permeable boundary treatment.
 - c) Site maintenance, including the establishment and maintenance of grassed/lawn areas and the care of protected trees.
6. That the following be submitted as part of the Outline Plan of Works prior to the sportsfields being constructed:

Traffic and Parking

- a) A Traffic Management Plan prepared by an independent traffic engineer that addresses the following:
 - i) Measures to ensure vehicle access/egress sight distance requirements are met.
 - ii) Provision of pedestrian access from Barrack Road to the site and improvements required to the footpath along the frontage of the site including pram crossings.
 - iii) Details of measures for implementing on-street parking restrictions along the site frontage to improve safety and sight distances during the peak time for use of the sportsfields (for example, between 8:00am and 12 noon for the full capacity field use option).
 - iv) Details of road markings including a centre-line, parking limit lines, and 'no stopping' lines that are required to be implemented prior to the use of the sportsfields.
 - v) Details to show that the layout of on-site car parks comply with the parking dimensions

and manoeuvring depths set out in Part 12 of the District Plan

- b) The Traffic Management Plan shall be on the 'reduced capacity field use' or 'full capacity field use', depending on which option the requiring authority is proposing as part of the Outline Plan of Works.
- c) Details of consultation, which is required to be undertaken with the residents of Barrack Road and any other affected neighbours, on the traffic engineer's assessment and recommendations in respect of i) - iv) above.
- d) In the event the requiring authority proposes full capacity field use after the sportsfields have been constructed and operated on a reduced capacity field use basis, a further Traffic Management Plan addressing clause a) and further consultation as required in clause c) shall be undertaken and submitted for the approval of the Resource Consent Monitoring Leader (refer to condition 13).
- e) 'Reduced capacity field use' and 'full capacity field use' are described in conditions 7 and 10.

Lighting

- f) Where lighting is proposed to be installed at the time of the development of the sportsfields a Lighting Plan shall be prepared by a qualified lighting specialist, which shall include details of the design and compliance with AS 2560.2.3 Sports Lighting for Football (All Codes), the Auckland Consolidated Bylaw 1998, Part 13.3.4 regarding glare at the boundary and ensuring that the spill light does not exceed 100 lux. In addition, details of the design, finishes and colour of the lighting poles and light fixtures shall be submitted, which demonstrate the measures taken to reduce the visual effect of the lighting poles and light fixtures on adjacent residentially zoned properties.

Note: If lighting is proposed to be installed after the initial development of the sportsfields, this will require an Outline Plan of Works, at which time, condition 6f) will be required to be met.

Landscaping

- g) A Landscape Management Plan giving effect to the following requirements:
 - i) Details of planting proposed (including species, their location and size at the time of planting, soil or growing medium depth and drainage) and a maintenance programme for these plantings



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- ii) Replacement planting shall include a minimum of 20 new trees with a minimum grade of 80L. All planting on boundaries is to be predominantly native species.
- iii) Planting shall be designed and laid out having regard to pedestrian safety, particularly in terms of visibility (including at night).
- iv) The methods to protect, during construction, the trees identified on the Concept Plan diagram F14-37 that are required to be retained. Evidence that the Arboriculture and Landscape Advisor Parks Central has agreed to these methods shall be included with the Landscape Management Plan.
- v) If tree 1 on the Concept Plan diagram F14-37 is required to be removed for the construction of the carpark and/or amenities, evidence that the Arboriculture and Landscape Advisor Parks Central has been involved and fully consulted on the consideration of alternatives to retain this tree.
- vi) The incorporation of passive surveillance opportunities from adjoining areas and existing roads and walkways
- vii) Existing linkages to vegetation cover on adjacent sites shall be retained and enhanced.
- viii) Screening shall be provided to prevent floodlighting or vehicle lights from shining directly on adjacent residential sites.
- ix) Any retaining walls along the boundary shall be no greater than 2 metres in height and the design of any fencing along the top of such walls shall be developed in agreement with adjoining landowners.
- x) The location of pedestrian paths within the park and linkages with the Panmure District School as indicated on the Concept Plan F14-37

Crime Prevention through Environmental Design

- h) An audit of the proposed development to address Crime Prevention through Environmental Design.

Site Management

- i) A Site Management Plan for earthworks demonstrating sediment and erosion control measures to be implemented.

A Construction Management Plan.

- j) This shall include but not be limited to the following conditions:
 - i) All demolition, earthworks and construction works shall be restricted to the hours between

7.30am to 6.00pm Monday to Friday. No such work shall occur at any other time.

- ii) Demolition, earthworks and construction work noise shall not exceed the following levels, measured at the boundary of any adjacent site with a residential zoning.

Monday to Friday 7.30am - 6.00pm	75dBA L _{eq} 90dBA L _{max}
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The measured levels should be compared directly with the noise limits without any adjustments for special audible characteristics. The measured level must be adjusted for any significant background L_{eq} level in the area using the procedure set out in Annex A of NZS 6803:1999 Acoustics - Construction Noise.

Reduced capacity field use

- 7. Reduced capacity field use limits the sportsfields and training ground to generating a parking demand not exceeding a maximum of 70 vehicles at any one time
 - a) Unless the monitoring referred to in condition 8 establishes the need for additional restrictions, the requiring authority shall manage the scheduled bookings of the sportsfields and training ground to ensure that consecutive use of the fields for games (with a start time within 60 minutes of the preceding game) is limited to a maximum of:
 - i) One full field for senior soccer; or
 - ii) Two seven a side soccer games; or
 - iii) Four five aside soccer games; or
 - iv) 2 reduced field cricket games
 - b) Unless the monitoring referred to in condition 8 establishes otherwise, use of the fields for the following are not subject to restriction:
 - i) Games that are not consecutive (i.e. starting 60 minutes after the preceding game);or
 - ii) Use of the fields for training purposes; or
- i ii) One full field cricket game
- c) Conditions 10 - 13 are not required to be undertaken for the reduced capacity field use option.
- 8. Not less than twice a year following opening of the sportsfields the following must occur:
 - a) The requiring authority must appoint a suitably qualified and independent traffic engineer to monitor the traffic environment on Barrack Road and the immediately adjacent road network to determine:



- i) The parking demand created by the reduced capacity use of the sportsfields does not exceed 70 vehicle parking spaces;
 - ii) The average maximum parking demand on site shall not exceed 90%; and
 - iii) On-street parking associated with the sportsfields and training ground shall not exceed 4 vehicles.
- b) The monitoring must occur at times agreed by the Resource Consent Monitoring Leader, in both the winter and summer sports seasons and having regard to when that Leader determines that the sports fields are receiving their highest levels of use.
- c) The traffic engineer must report back to the Resource Consent Monitoring Leader and the requiring authority on the above matters.
9. If the parking demand monitoring shows that the requirements of condition 8 (above) are not being met the requiring authority must immediately restrict activities to the use of one field until further mitigation measures have been implemented to ensure compliance with the condition. The further mitigation measures may include (but are not limited to) managing use of the sports fields and road management measures such as (but not limited to) widening Barrack Road as required by condition 11.
- a) If road management measures are required under this condition the requiring authority must, in consultation with potentially affected land owners and occupiers on Barrack, Malone and Banks Roads, prepare a traffic management (mitigation) plan which describes the further mitigation measures.
 - b) Within three months of the report being provided, the traffic management (mitigation) plan must be provided to the Resource Consent Monitoring Leader who must be satisfied that the further mitigation measures will ensure compliance with condition 8.
- Full Field Capacity Use**
10. Full capacity field use provides for the unrestricted use of the sportsfields and training ground.
11. Prior to full capacity field use, the Barrack Road carriageway must be widened to not less than 11.2 metres between the Ellerslie-Panmure Highway and the pedestrian crossing on Barrack Road adjacent to the site, with no fewer than 9 additional on-street parking spaces to be provided.
12. On parts of Barrack, Banks and Malone Roads used for sports-field related parking, two-way traffic flows must be maintained, except for a maximum distance of 5 car-lengths on any of the individual roads.
13. Not less than twice a year following the commencement of full capacity field use the following must occur:
- a) The requiring authority must appoint a suitably qualified and independent traffic engineer to monitor the traffic environment on Barrack Road and the immediately adjacent road network to determine
 - i) The level of on-street parking demand created by use of the sports fields; and
 - ii) Whether the level of parking demand created by use of the sports fields can be met in accordance with condition 12 (above);
- The monitoring must occur at times agreed by the Resource Consent Monitoring Leader, in both the winter and summer sports seasons and having regard to when that Leader determines that the sports fields are receiving their highest levels of use.
- b) The traffic engineer must report back to the Resource Consent Monitoring Leader and the requiring authority on the above matters.
14. If the parking demand monitoring shows that the requirements of condition 12 (above) are not being met the requiring authority must assess and implement further mitigation measures to ensure compliance with condition 12. The further mitigation measures may include (but are not limited to) managing use of the sports fields and road management measures (including further road widening).
- a) If further mitigation measures are required under this condition the requiring authority must, in consultation with potentially affected land owners and occupiers on Barrack, Malone and Banks Road, prepare a traffic management (mitigation) plan which describes the further mitigation measures
 - b) Within three months of the report being provided under condition 13 (above), the traffic management (mitigation) plan must be provided to the Resource Consent Monitoring Leader who must be satisfied that the further mitigation measures will ensure compliance with condition 12.
15. 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 184A(2) of the Resource Management Act 1991.



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Trees Subject to Further Investigation

Tree Number	Common Name
1	Norway Spruce

Trees to be Retained

Tree Number	Common Name
2	Pohutukawa
3	Pohutukawa
4	Himalayan Cedar
5	Himalayan Cedar
6	Illawarra Flame Tree
7	Brush Box
8	Totara
9	Moreton Bay Fig
10	Coral Tree
11	Red Flowering Gum
12	Michelia
13	Sheoke
14	Titoki
15	Norfolk Island Hibiscus
16	Pohutukawa
17	Brush Cherry
18	Thuja
19	Camphor Laurel
20	Dawn Redwood
21	Puriri
22	Chinese Poplar
23	Pohutukawa
24	Puriri
25	Pin Oak
26	Sheoke
27	Pohutukawa
28	Pohutukawa
29	Fraxinus sp.
30	Unknown sp.
31	Norfolk Island Pine

32	Cooks Pine
33	Silky Oak
34	Japanese Cedar
35	Golden Totara
36	Pohutukawa
37	Ginkgo

F14-38 AUCKLAND MANUKAU EASTERN TRANSPORT INITIATIVE - PANMURE - PHASE 1A

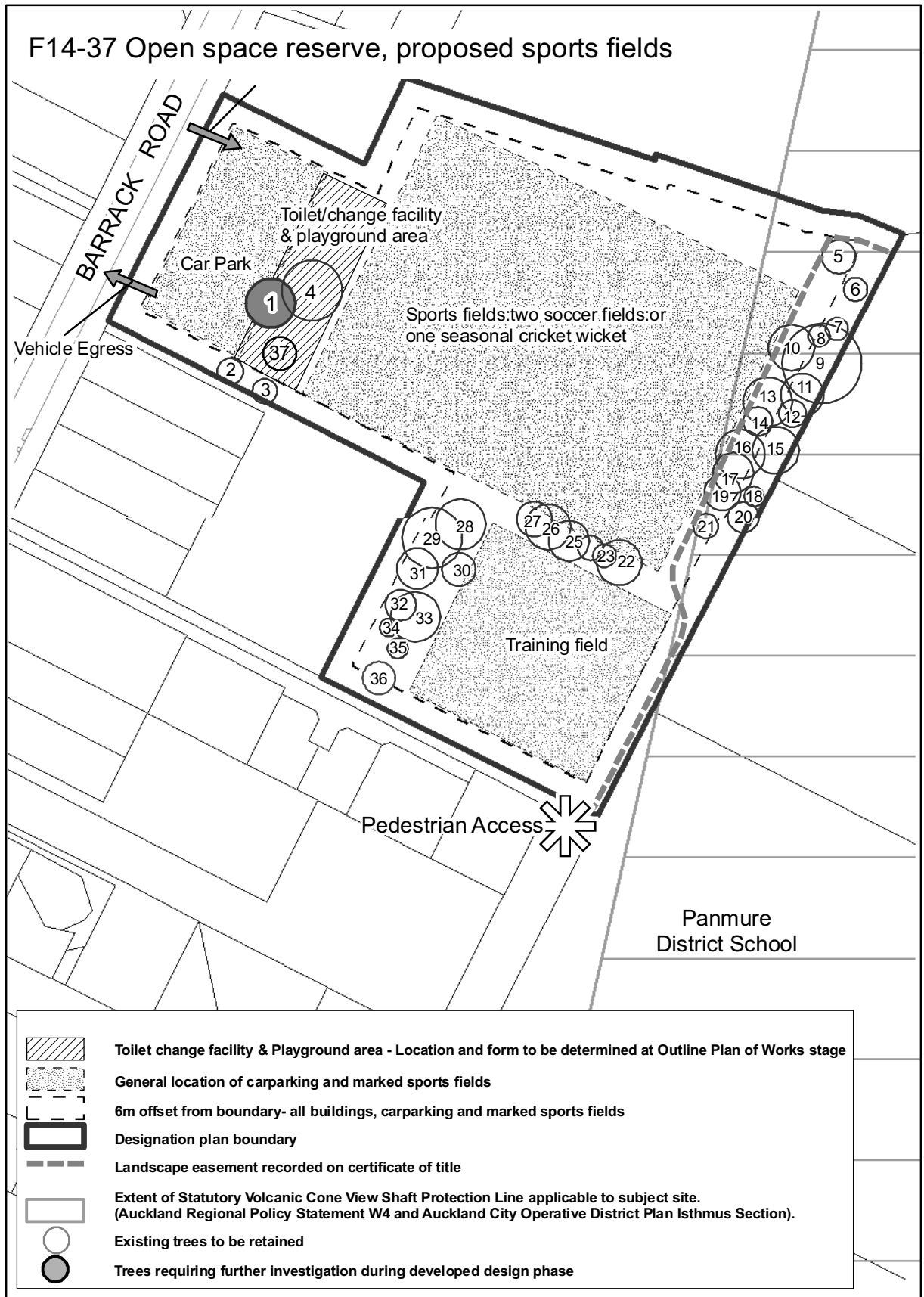
General Conditions

1. This designation will lapse if not given effect to before the expiry of 10 years from the date on which it is included in the District Plan under section 175(2) of the Resource Management Act 1991.
2. The proposed works shall be undertaken in general accordance with the Notice of Requirement plans referenced as 1/1162/AMETI Package 01 Phase 1A Preliminary Design Plans.

Construction

3. Prior to the commencement of works on the project, the Requiring Authority must submit a Construction Management Plan ("CMP") to the Major Infrastructure Team Manager ("the Council's Manager") for approval. The approved CMP must be implemented and maintained throughout the entire construction period.
4. The CMP must detail the management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects of the project and is to include the following:
 - a) Details of the site or project manager, including their contact details;
 - b) The location of noticeboards that clearly identify the name, telephone number and address for service of the site or project manager;
 - c) An outline construction programme of the works, including indicating particular likely road closures and anticipated traffic diversions;
 - d) Any means to protect street trees that are otherwise unaffected by the project throughout the construction period;
 - e) Any means of protection of services such as pipes and watermains within the road reserve;





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- f) Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;
 - g) Location of workers' offices and conveniences;
 - h) Procedures for controlling sediment run-off and dust mitigation measures. Dust mitigation measures must be in accordance with any resource consents for earthworks obtained for the project and must include details of measures to mitigate dust effects on private property that are directly attributable to the project works. Procedures for controlling sediment run-off must be in accordance with the former Auckland Regional Council's Technical Publication No 90;
 - i) Procedures for avoiding the deposit of soil debris on public roads, and procedures for the removal of soil debris and demolition and construction materials from public roads and places;
 - j) Location and layout of construction yards, including associated buildings, fencing and site access. Construction material must not be stock-piled or placed on the western boundary of 1-5 Jellicoe Road (the Mobil site);
 - k) Details of the construction yard (including the mitigation of dust nuisance) on the site at 7-9 Jellicoe Road (the Spotlight site) must be agreed with the owners of the property located at 1-5 Jellicoe Road (the Mobil site). In the event of any disagreement over any such measures, those advanced by each party are to be submitted to the Council's Manager, along with the draft CMP, and the decision of the Manager on any such measure shall be final;
 - l) Means of maintaining safety of the general public.
5. The Requiring Authority must provide copies of the approved CMP to the Maungakeikei Tamaki Local Board for the Board's information and also to the Panmure Community Library at 7-13 Pilkington Road, Panmure.

Communications Plan

6. The Requiring Authority must prepare, and submit for approval with the CMP, a Communications Plan that details procedures for communicating with the public and the owners and occupiers of properties in the immediate vicinity of the construction area throughout the construction period. The Communications Plan must include a copy of the TTMP prepared under condition 18 as well as procedures for:
- a) Giving notice of the commencement of construction activities;

- b) Providing information about the expected duration of work, including a programme of works;
- c) Giving notice of any changes to the programme of works.

The approved Communications Plan is to be implemented and maintained for the duration of the project.

7. The Requiring Authority must ensure that the Local Board, and the owners and occupiers of properties in the immediate vicinity of the construction area, are given notice of the commencement of construction activities and a programme of works 10 working days prior to construction commencing. These properties shall include but not be limited to:
- a) 1-5 Jellicoe Road
 - b) 7 Fraser Road
 - c) 80 Mountain Road
 - d) 4 Mountwell Crescent
 - e) 6 Mountwell Crescent
 - f) 3 Forge Way
 - g) 533 Ellerslie-Panmure Highway.
8. The Requiring Authority must appoint a liaison person for the duration of the project. The liaison person is to be the main and readily accessible point of contact for persons affected by the designation and construction works, and must be reasonably available for on-going consultation on all matters of concern to affected persons. The liaison person's name and contact details must be included in the Communications Plan and provided to the owners and occupiers of the properties listed in condition (7).

Site-Specific Construction Management Plan Conditions for 3 Forge Way

9. In order to avoid, remedy or mitigate the potential adverse effects of construction activities on the occupier of 3 Forge Way (being Restaurant Brands Limited), the Requiring Authority shall adopt all reasonable and practicable measures to:
- a) Avoid the discharge of contaminated material, as well as dust and sediment-laden material from construction activities onto the part of the property at 3 Forge Way which is not to be used as part of the RTN;
 - b) Undertake noisy construction activities, and store heavy machinery, as far away as practicable from the property at 3 Forge Way;
 - c) Minimise construction works within 3 Mountwell Crescent and the sections of the RTN and road



- reserve that abut 3 Forge Way during the period from 5:00pm to 10:30pm Sunday to Wednesday;
- d) Notwithstanding (c) above, avoid construction works within 3 Mountwell Crescent and the sections of the RTN and road reserve that abut 3 Forge Way during the period from 5:00pm to 10:30pm on Thursday, Friday, and Saturday;
 - e) Avoid any adverse vibration effects in excess of the appropriate standard contained in German Standard DIN4150-3:1999;
 - f) Minimise the periods during which right-hand vehicular movements from Ellerslie-Panmure Highway to Forge Way are unavailable (having regard to traffic safety and the capacity of the intersection).
 - g) Minimise the amount of dust created by construction activities entering the KFC store.
10. The Requiring Authority shall prepare a Site-Specific Management Plan in consultation with Restaurant Brands Limited to avoid, remedy or mitigate adverse construction effects on 3 Forge Way (the KFC site) relating to earthworks, noise, vibration, dust, air emissions, settlement, retaining wall design, signage location, site maintenance, pedestrian access and vehicle access. In addition, the Plan must:
- a) Set out in detail how the Requiring Authority will implement the obligations in Condition 9;
 - b) Pursuant to Condition 8, include a procedure for the liaison person appointed by the Requiring Authority to regularly (weekly) meet with Restaurant Brands Limited to discuss the forthcoming construction works in the vicinity of the site advise of any works that are not in accordance with Condition 9; and to investigate and resolve complaints and to report any such complaints to the Council's Manager.
 - c) Include a procedure that will provide Restaurant Brands Limited with at least 5 working days' notice of any works that include vibration and noisy effects.
 - d) Include a requirement for the Requiring Authority to undertake regular (weekly) monitoring and reporting to Auckland Council of the adequacy and performance of the measures implemented to control the discharge of contaminated material, as well as dust and sediment-laden material from works associated with the RTN Road, Ellerslie-Panmure Highway, and LCN Road onto 3 Forge Way, including any other measures required to be implemented to remedy or mitigate any deficiencies in the measures to be implemented.

- e) Provide details of suitable and convenient alternative vehicular routes to 3 Forge Way during periods where right-hand vehicular movements from Ellerslie-Panmure Highway to Forge Way are unavailable, together with the measures by which such alternative routes are to be advertised to motorists.
- f) Provide details as to the measures that the Requiring Authority will adopt to minimise the amount of dust created by construction activities entering into the KFC store. Such measures may include (but shall not be limited to) the provision of "air curtains", and the maintenance of any mechanical ventilation equipment within the KFC store.
- g) Provide final details of the location, height, and materials of all temporary fencing to be placed in the vicinity of 3 Forge Way first provided to, and approved by, Restaurant Brands NZ Limited.

Site establishment and enabling works can commence immediately following the placement of the temporary fencing (subject to condition 10(g) and condition 15). The site specific management plan must then be submitted to the Council's Manager prior to construction commencing on the RTN Road, the Ellerslie-Panmure Highway or the LCN Road (whichever is first).

- 11) The Requiring Authority is to ensure that vehicle and pedestrian access to the KFC site, including the existing drive through facility, remains open and unobstructed at all times during construction unless the prior approval of Restaurant Brands is obtained.
- 12) The Requiring Authority shall ensure that left-hand vehicular movements from Ellerslie-Panmure Highway to Forge Way will be possible at all times during construction unless Restaurant Brands' prior approval is obtained.
- 13) The Requiring Authority shall ensure suitable and convenient alternative vehicular routes to Forge Way are provided at all times during which right-hand vehicular movements from Ellerslie-Panmure Highway to Forge Way are unavailable.
- 14) The Requiring Authority shall ensure there is no rock crushing activities undertaken on the site at 3 Mountwell Crescent, or within the sections of the RTN or road reserve that abut 3 Forge Way.

Site Specific Conditions for 3 Mountwell Crescent

- 15) Prior to the commencement of any construction activity associated with the construction of the RTN Road, LCN Road, and works to Ellerslie-Panmure Highway, the Requiring Authority shall provide a 3 metre wide grassed "buffer" strip located along the



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western boundary of 3 Mountwell Crescent, at its boundary with 3 Forge Way. The "buffer" strip shall be fenced off with an effective acoustic fence to mitigate the potential construction noise effects and prevent encroachment into this area by the contractor's yard. The fence must be at least 2 metres in height, with no air gaps along its length and base, with a surface mass of at least 10kg/m². The fence shall be maintained to be acoustically effective for the duration of the construction activities within 3 Mountwell Crescent.

- 16) Other than for works associated with the construction of the LCN Road, and for reasonable access to the Panmure Train Station, the use of 3 Mountwell Crescent shall be restricted to a contractor's yard, and associated portacom, containers, and temporary sheds during the construction period of the LCN Road and for no other purpose (including the stockpiling of material and storage of heavy machinery), unless Restaurant Brands' prior approval is obtained.
- 17) Following the completion of the construction of the RTN Road, LCN Road, works to Ellerslie-Panmure Highway, the use of 3 Mountwell Crescent as a contractor's yard shall cease, and all associated portacom, containers, and temporary sheds shall be removed, and the site shall be reinstated with grass.

Traffic

- 18) The Requiring Authority must submit for approval with the CMP a Temporary Traffic Management Plan ("TTMP") prepared by a qualified expert for the project. The approved TTMP shall be implemented and maintained throughout the entire construction period. The TTMP must include the following:
- Methods for mitigating the local and network-wide effects of construction activities, including the effects on the following roads: Ellerslie-Panmure Highway; Forge Way; Mountwell Crescent; Mountain Road and Jellicoe Road;
 - Methods to manage the effects of traffic that is required to detour or be diverted during construction, in particular seeking to minimise effects on residential and commercial areas;
 - Contingencies for traffic diversion;
 - Traffic control measures;
 - Detailed vehicle routes, number of trucks and hours of operation;
 - Outline pedestrian management including identifying a safe route for pedestrians and cyclists and include clear directional signage identifying safe routes;

- Methods for mitigating construction effects relating to vehicular and pedestrian access to properties affected by the works, including providing directional signage towards alternative access to properties located on Forge Way when the right hand movements from Ellerslie-Panmure Highway into Forge Way are restricted.

- 19) To relieve congestion on New Mountain Road at Jellicoe Road, the existing Mountain Road leg of the Panmure Roundabout shall remain open during Phase 1A, and until such time as the entire AMETI Phase 1 is completed (in particular the link from Merton Road to the Mount Wellington Highway) and operational.
- 20) The Outline Plan of Works for the RTN and Ellerslie-Panmure Highway must include detail to demonstrate that the Forge Way / Ellerslie-Panmure Highway intersection design will cater for the expected traffic volumes in the event that future stages of AMETI are delayed or not constructed.
- 21) The Requiring Authority is to ensure that Mountwell Crescent as shown on plan PH SK02 "Mountwell Crescent Potential Tie-in" (October 2011) remains open until a plan change to the District Plan providing for the development of Mountwell Crescent in general accordance with the Panmure TOD Masterplan, or any other plan change to similar effect, is made operative.

Noise and Vibration

- 22) Prior to the commencement of work on the project, the Requiring Authority must submit a Construction Noise and Vibration Management Plan ("CNVMP") to the Council's Manager for approval. The approved CNVMP must be implemented and maintained throughout the entire demolition and construction periods of the proposed Phase 1A works.
- 23) The CMVMP must describe the measures to be adopted, as far as practicable, to meet the requirements of NZS6803:1999 Acoustics – Construction Noise. The CNVMP must refer to noise management measures set out in Annexure E of NZS6803:1999, and as a minimum must address the following:
- Construction sequence;
 - Machinery and equipment to be used, including the use of non-percussive machinery where practicable;
 - Hours of operation, including times and days when noisy construction work would occur;
 - The design of noise mitigation measures such as temporary barriers or enclosures;
 - Construction noise limits for specific areas;



- f) Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptance outcomes;
 - g) Methods for monitoring and reporting on construction noise;
 - h) Methods for receiving and responding to complaints about construction.
- 24) The CNVMP must refer to vibration management measures set out in the vibration standards of the German Standard DIN4150-3:1999, and must address the following aspects:
- a) Vibration monitoring measures;
 - b) Vibration criteria;
 - c) Possible mitigation measures;
 - d) Reporting procedures;
 - e) Notification and information for the community of the proposed works;
 - f) Vibration testing of equipment to confirm vibration predictions;
 - g) Location for vibration monitoring when construction activities are adjacent to critical buildings;
 - h) Operational times;
 - i) Preparation of a dilapidation report in accordance with the Opus Geotechnical and Earthworks Assessment (dated June 2011), and procedures for monitoring of critical buildings prior to, during and after completion of works; and
 - j) A list of the buildings and structures that are identified in the dilapidation report of being at-risk of sustaining damage due to ground movement generated by the works.

Archaeological

- 25) In the event of archaeological evidence being uncovered (e.g. shell, middens, hangi or ovens, pit depressions, defensive ditches, artificial material or human bones) work is to cease in the vicinity of the discovery, and the Auckland Council’s archaeologist and tangata whenua representatives with identified kaitiakitanga in the project area are to be contacted so that appropriate action can be taken before any work may recommence in the vicinity.

Urban Design

- 26) The works for Phase 1A are to be consistent with drawing FD01 titled "Phase 1A Streetscape Concept Plan" and drawings FD02-FD06 titled "EPH Cross

Sections" prepared by Brewer Davidson Architecture and dated 5 October 2011. Specific design details of the urban type square and bus stops are to be submitted to the Council’s Manager to demonstrate that high quality facilities are to be provided. The details of the urban type square are to include the proposed road surface treatment and/or other measures to indicate that the one-way vehicle crossing over the square from Mountwell Crescent is a slow speed environment.

- 27) The proposed new urban type square located at the junction of the new and old Mountain Road created by the reconfiguration of Mountain Road shall be vested in the Council on completion of the works (refer Drawing FD01 titled "Phase 1A Streetscape Concept Plan").

Arboriculture

- 28) The Requiring Authority is to engage a qualified arborist (the “Appointed Arborist”) to supervise all excavation works within the dripline of the Pohutukawa tree, Council reference F14-28, and to undertake any required pruning of the tree.

- 29) Prior to the commencement of any works on the project, the Requiring Authority must arrange a meeting between the Council’s consultant arborist, the Council’s heritage arborist, the Appointed Arborist, and the other relevant Requiring Authority employees and contractors who will be working under or around the dripline or root zone of the scheduled Pohutukawa tree. The Requiring Authority is to give the Council’s consultant arborist and heritage arborist at least 5 working days notice of the intended time and date of the meeting. The purpose of this meeting shall be to confirm the measures to protect the tree during construction, including clarifying the exact location of the protective fencing and the extent of pruning required.

- 30) The scheduled Pohutukawa tree must be afforded the maximum degree of protection during road works including the adoption of the following measures:

- a) Erection of effective protective fencing around the entire perimeter of open ground (within 9 Jellicoe Road) in which the tree stands;
- b) Retaining the existing area of open ground around the tree;
- c) The two elongated limbs of the tree located near/ over the carriageway identified in the report by the Council’s arborist must be pruned by a qualified arborist to ensure public safety;
- d) New footpaths constructed within the dripline and root zone of the tree must be constructed on the



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existing ground levels (without excavations) to reduce the amount of required root severance;

- e) Vehicles and machinery must not be operated within the dripline and root zone of the tree, unless the vehicle or machinery can remain on an existing sealed surface at all times;
- f) Storage (including temporary storage) of any description (for example, construction materials, machinery or vehicles) is not permitted within the dripline and root zone of the tree.

Landscaping

31) Prior to the commencement of work on the project, the Requiring Authority must submit a detailed landscape plan to the Council's Manager for approval. The landscape plan must be prepared by a qualified landscape architect and is to be in general accordance with drawing FD01 titled "Phase 1A Streetscape Concept Plan" and drawings FD02-FD06 titled "EPH Cross Sections" prepared by Brewer Davidson Architecture dated 5 October 2011 and is to include the following:

- (a) Detailed landscape planting plans with plant and tree species, sizes and spacing;
- (b) Landscape specifications;
- (c) Tree pit design details;
- (d) Batter / embankment treatment and planting details;
- (e) Details of the 'earth embankment' on the western side of the proposed LCN Road and on the northern side of the Ellerslie-Panmure Highway adjacent to the railway station;
- (f) Retaining wall details including treatment to minimise their visual impact as viewed from the following locations:
 - i. The southern edge of Ellerslie-Panmure Highway, and
 - ii. The northern edge of Mountain Road.
- (g) The provision of low shrubs and planting only (i.e. no specimen trees to be planted) on the north eastern corner of Forge Way and Ellerslie-Panmure Highway.

32) The Requiring Authority must implement the approved landscaping plan during the planting season following the completion of the designated works. The landscaping plan may be implemented in stages at the completion of each construction stage unless subsequent construction staging requires the use of the landscaped area. Any landscaped areas affected by construction activities must have the sub-soil rehabilitated and topsoil replaced in accordance with

the landscape specification. The Requiring Authority is to maintain the landscaped areas for a period of 5 years following the completion of planting.

Bill McKinley Park

33) Any physical park assets (e.g. fencing, footpath, concrete, lighting, planting) that need to be removed or repositioned as a result of the loss of land from Bill McKinley Park shall be reinstated to a standard the same or higher than that which presently exists, particularly on the northern boundary of Bill McKinley Park and the Ellerslie-Panmure Highway.

Ecology

34) The Requiring Authority shall appoint an experienced herpetologist to undertake a survey of the designated area for the presence of indigenous lizard species and to identify potential habitat of the indigenous lizard species. The details of the appointed herpetologist are to be provided to the Council's Manager for approval of the appointment.

35) Subject to the findings of the survey required by condition 34, the approved herpetologist must be on site while works are being carried out in an identified lizard habitat.

36) Subject to the findings of the survey required by condition 34, a plan shall be prepared for the rescue and translocation of indigenous lizard species from the site both prior to works, should they be detected during the survey, and during the works should they be discovered while works are being carried out.

Geotechnical

37) Prior to any blasting being undertaken in the designated area, the Requiring Authority must submit a blasting procedures management plan to the Council's Manager for approval. The approved blasting management plan must be updated as works progress or change and any updates are to be submitted to the Manager.

38) The blasting procedures management plan must be in accordance with the Opus International Consultants Ltd Geotechnical and Earthworks Assessment amended report dated June 2011 and include:

- a) the format, frequency and method of communicating blasting arrangements to affected owners and occupiers of properties in the vicinity which may be affected by the blasting activity;—
- b) The name and contact details of the geo-professional engineer(s) supervising and inspecting the earthworks. The Council's Manager must be advised of any changes to these supervising personnel during the works.



- 39) Prior to earthworks commencing in the designated area, the Requiring Authority must submit a dilapidation report prepared in accordance with the Opus International Consultants Ltd Geotechnical and Earthworks Assessment amended report dated June 2011 to the Council's Manager.
- 40) Settlement and monitoring surveys must be undertaken throughout the duration of the works as detailed in Opus International Consultants Ltd Geotechnical and Earthworks Assessment amended report dated June 2011, and reported to the Council's Manager. The frequency, format and level of detail in the reporting shall be agreed with the Manager prior to earthworks commencing in the designated area.
- 41) Earthworks in the designated area must conform to the following standards:
- a) Cut and fill slopes are to have a short term safety factor of at least 1.25 and a long term safety factor of at least 1.5;
 - b) Differential settlement angular distortion must not exceed 1/500 in areas where construction may affect existing buildings. Differential settlement angular distortion should not exceed 1/250 where construction may affect existing roads or services. These distortion ratios may be altered or enhanced as required during the construction to match particular service and infrastructure installation arrangements, or as required by the service provider's clearance or works envelope requirements specified in a section 167 authority.
- 42) The Council's Manager may at any time during the construction of the works direct the Requiring Authority to certify geotechnical aspects of the works where the works interface with adjacent property boundaries or buildings.

Land Contamination

- 43) Prior to earthworks commencing in the designated area, the Requiring Authority must submit an updated Remediation Action Plan ("RAP") to the Council's Manager for approval. The updated RAP must contain all the matters set out in the Remediation Action and Site Management Plan prepared by Opus International Consultants and Beca Infrastructure dated 22 August 2011, and is to include as a minimum:
- a) The appointment of a qualified contaminated land consultant to manage the excavation and removal of contaminated soil from the designated area, develop strategies for the management of any remaining contaminated soil, and undertake sampling (if required) of contaminated soil;

- b) Testing and sampling techniques in accordance with the Ministry for the Environment's *Contaminated Land Management Guidelines* or other equivalent standards notified to, and approved by, the Council's Manager;
- c) Procedures to ensure that all excavated material that is contaminated, and that is not otherwise intended to remain and be managed in accordance with strategies developed under (a) above must be disposed of to a landfill licensed to accept contaminated material. Landfill receipts must be provided to the Council's Manager on the completion of earthworks;
- d) Procedures for removing accumulated contaminated sediment from existing stormwater soakholes that have received runoff from contaminated areas of the site.

The approved updated RAP must be implemented and maintained for the duration of the project.

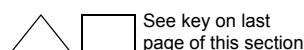
- 44) If evidence of contamination which has not been previously identified is discovered during demolition and excavation works, the Requiring Authority must immediately cease the works in the area identified as being potentially contaminated and notify the Council's Manager of the discovery. A contamination report must be submitted to the satisfaction of the Manager detailing sampling of the contaminated area and appropriate action levels to manage contaminated soil.
- 45) A site validation report for Area 1 (7 Fraser Road), Area 3 (528, 530, 532-534, and 536 Ellerslie-Panmure Highway) shall be submitted to the Council's Manager within 3 months after the works are completed.

Existing Utilities – for Watercare Services Limited ("Watercare")

- 46) The Requiring Authority is to ensure that Watercare's ability to operate, maintain or upgrade its assets is not unduly restricted or prevented during the construction and post construction periods.
- 47) The Requiring Authority must consult with Watercare Services Limited (or any agent for Watercare who may be nominated from time to time) at least 15 working days prior to any works carried out in close proximity to Watercare's assets and is to obtain any approvals required from Watercare. The Outline Plan of Works must address any actual and/or potential effects of the proposed works on Watercare's infrastructure.

ADVICE NOTES

- 1) Emergency and urgent works on Watercare's assets can be undertaken without the need for express

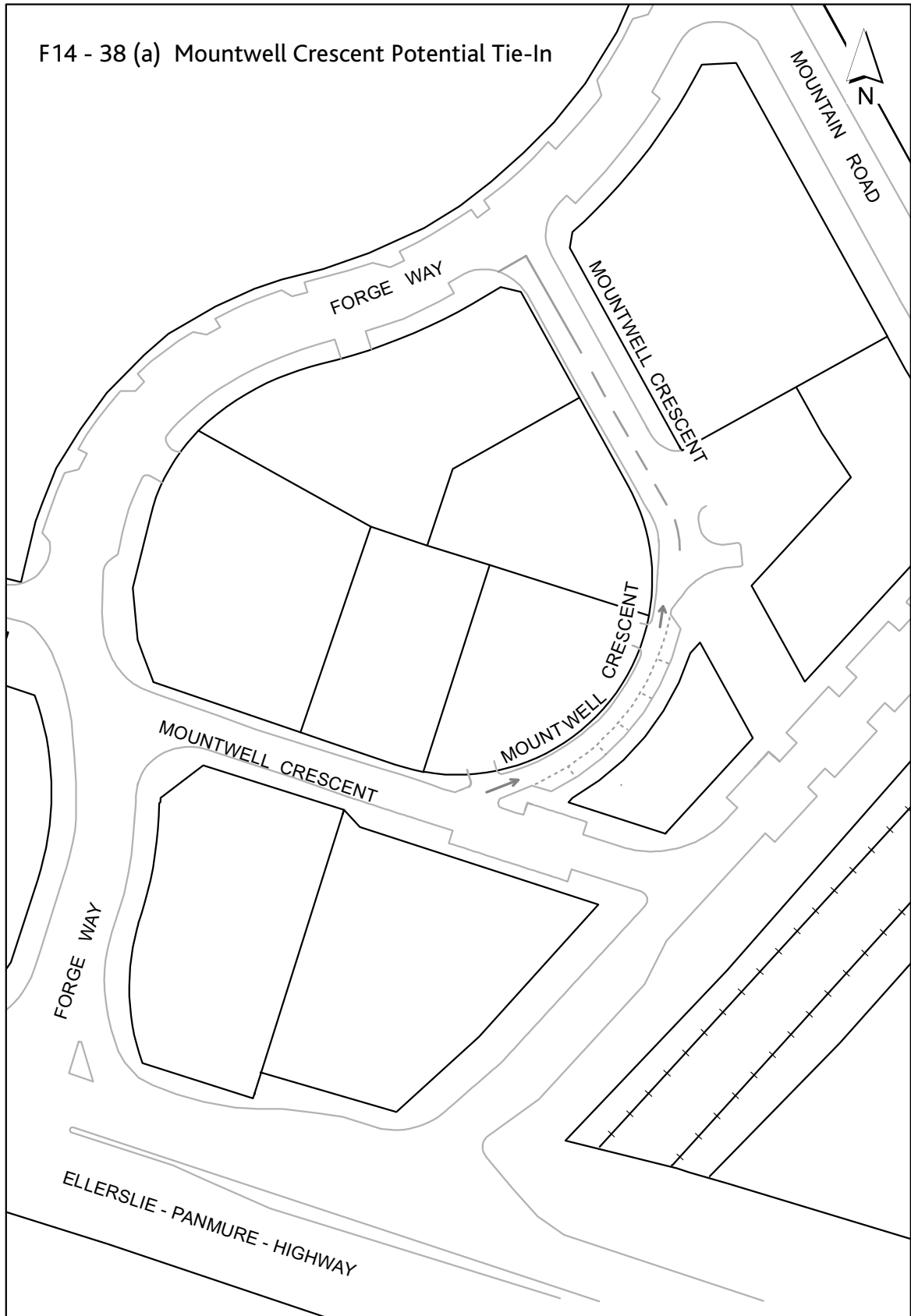


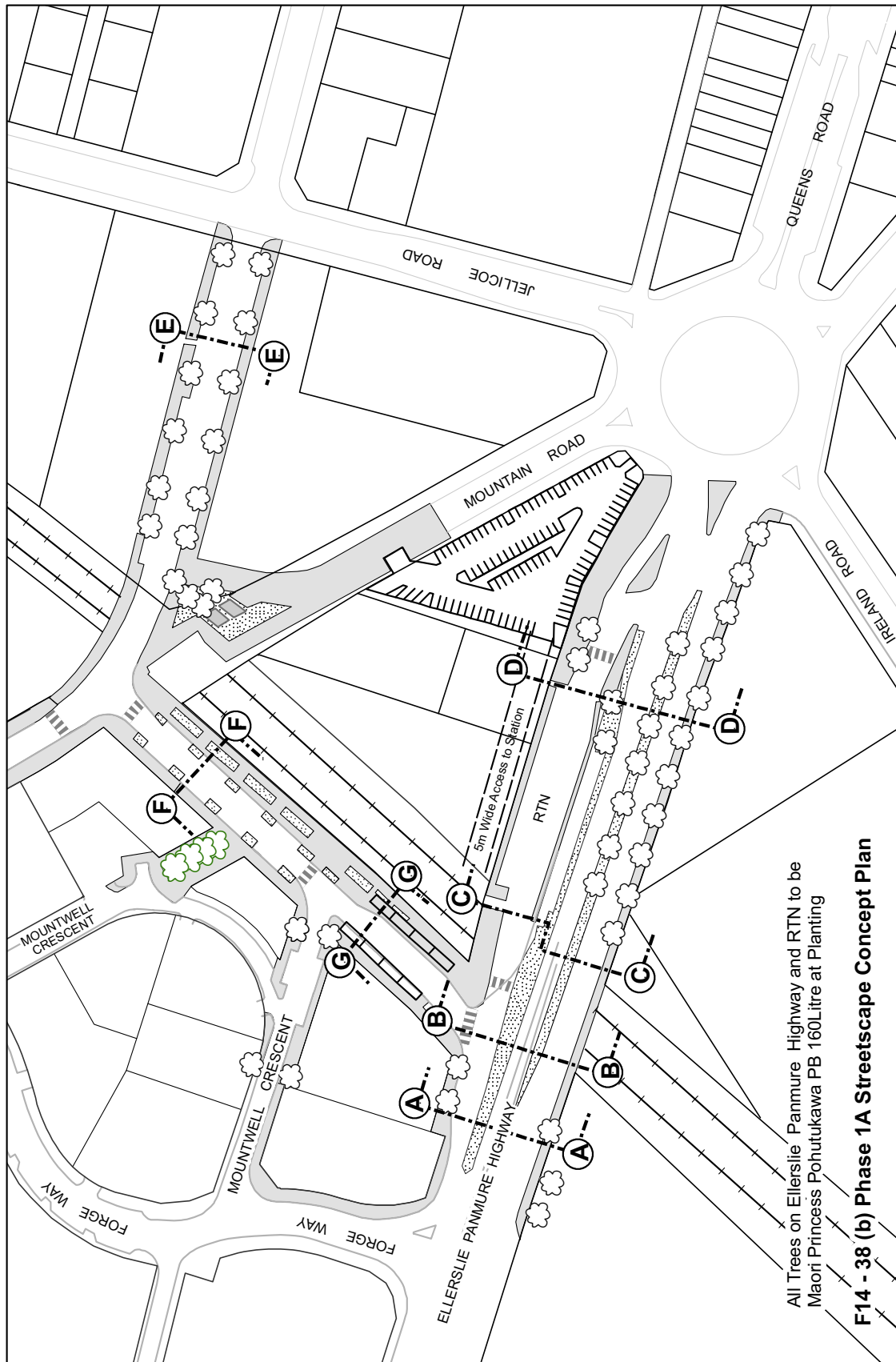
APPENDIX B (PLANNING MAPS)

written approval from the Requiring Authority. The party undertaking the emergency or urgent works shall advise the Requiring Authority, within 2 working days, that the activity has been undertaken and seek written approval if the work is ongoing. This condition shall apply to land that is within the road designation, whether or not it is formed as road.

- 2) The Requiring Authority needs to obtain all other necessary consents and permits to comply with all relevant Council plans and bylaws.
- 3) Further applications for resource consent may be required with respect to the scheduled Pohutukawa Tree, Council reference F14-28, to install underground utility services through the tree's dripline on Jellicoe Road.
- 4) The Requiring Authority is to consult with the New Zealand Historic Places Trust about the requirements of the Historic Places Act and to obtain any necessary authorities under the HPA should these become necessary as a result of any activity associated with the proposed development.
- 5) In providing written approvals for works in roads under section 176 of the Resource Management Act, the Requiring Authority must comply with the requirements, procedures and timeframes set out in the *Code of Practice for Working in the Road (Auckland Region)* or any replacement of the regional code by the *Code of Practice for Utilities Access to the Transportation Corridors*.
- 6) For the avoidance of doubt, the upgrade of the Panmure train station is likely to be undertaken following the construction of the LCN road, and may require the use of 3 Mountwell Crescent as a contractor's yard.
- 7) For the avoidance of doubt, Conditions 9 -17 relating to 3 Forge Way and 3 Mountwell Crescent are in addition to the obligations contained within the other conditions that require the implementation of other management plans, and which impose other obligations across the whole of the AMETI Stage 1A project.
- 8) For the avoidance of doubt all communications with the property at 3 Forge Way shall be made directly to Restaurant Brands Ltd, PO Box 22-749, Otahuhu, Auckland (Attn: Grant Mahoney, Property Manager, email grant_mahoney@restaurantbrands.co.nz, Tel (09) 525 8762).

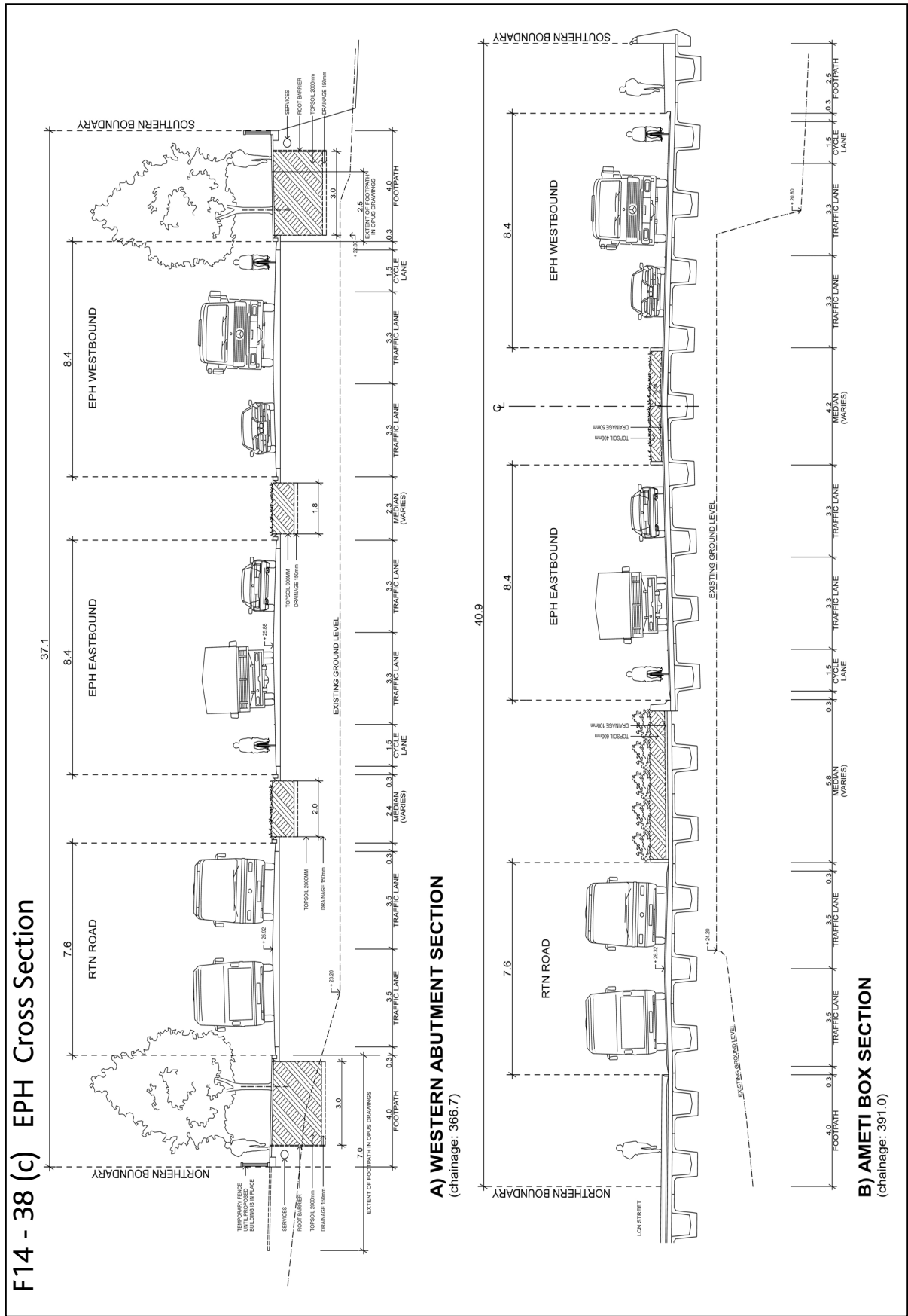


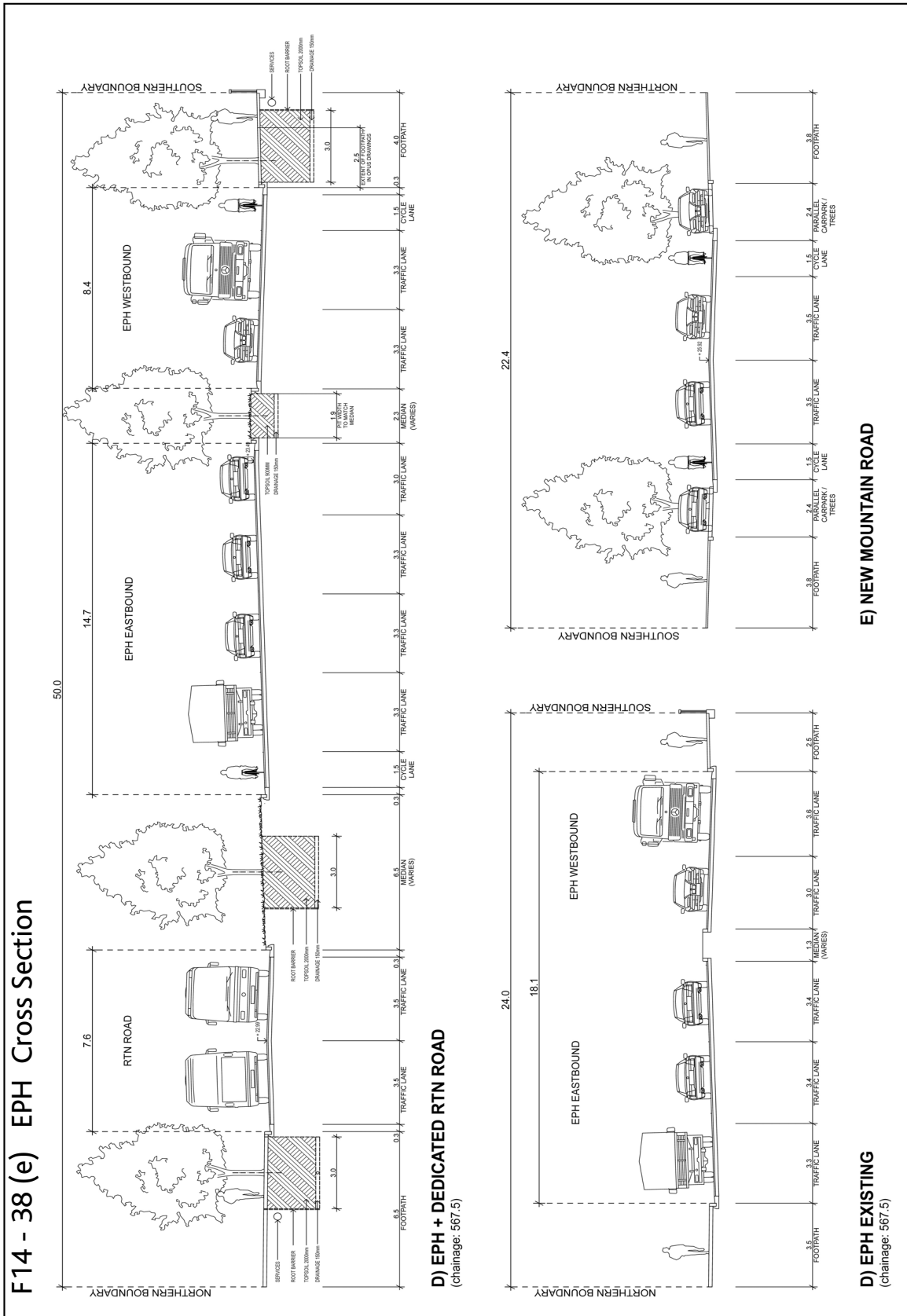


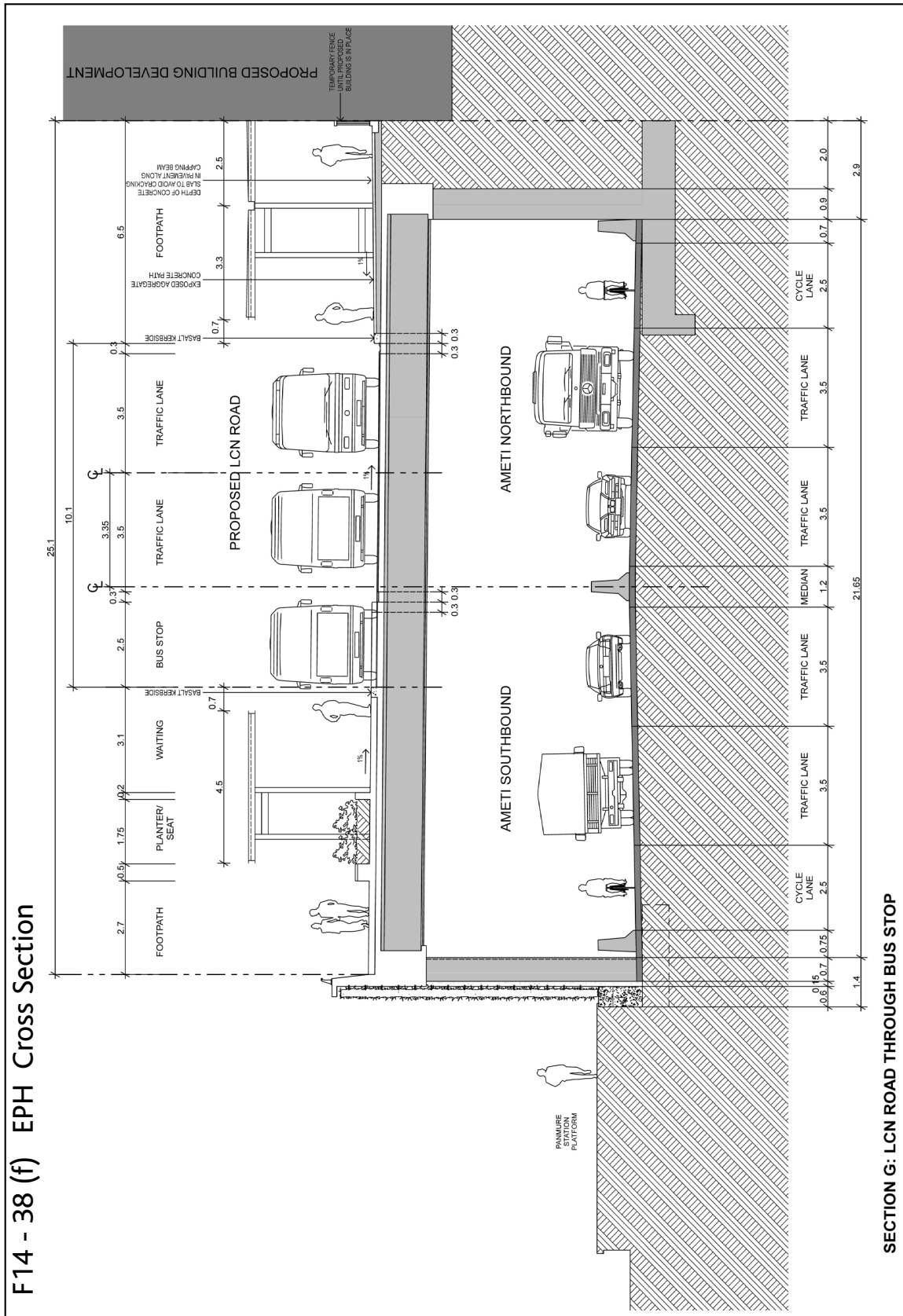


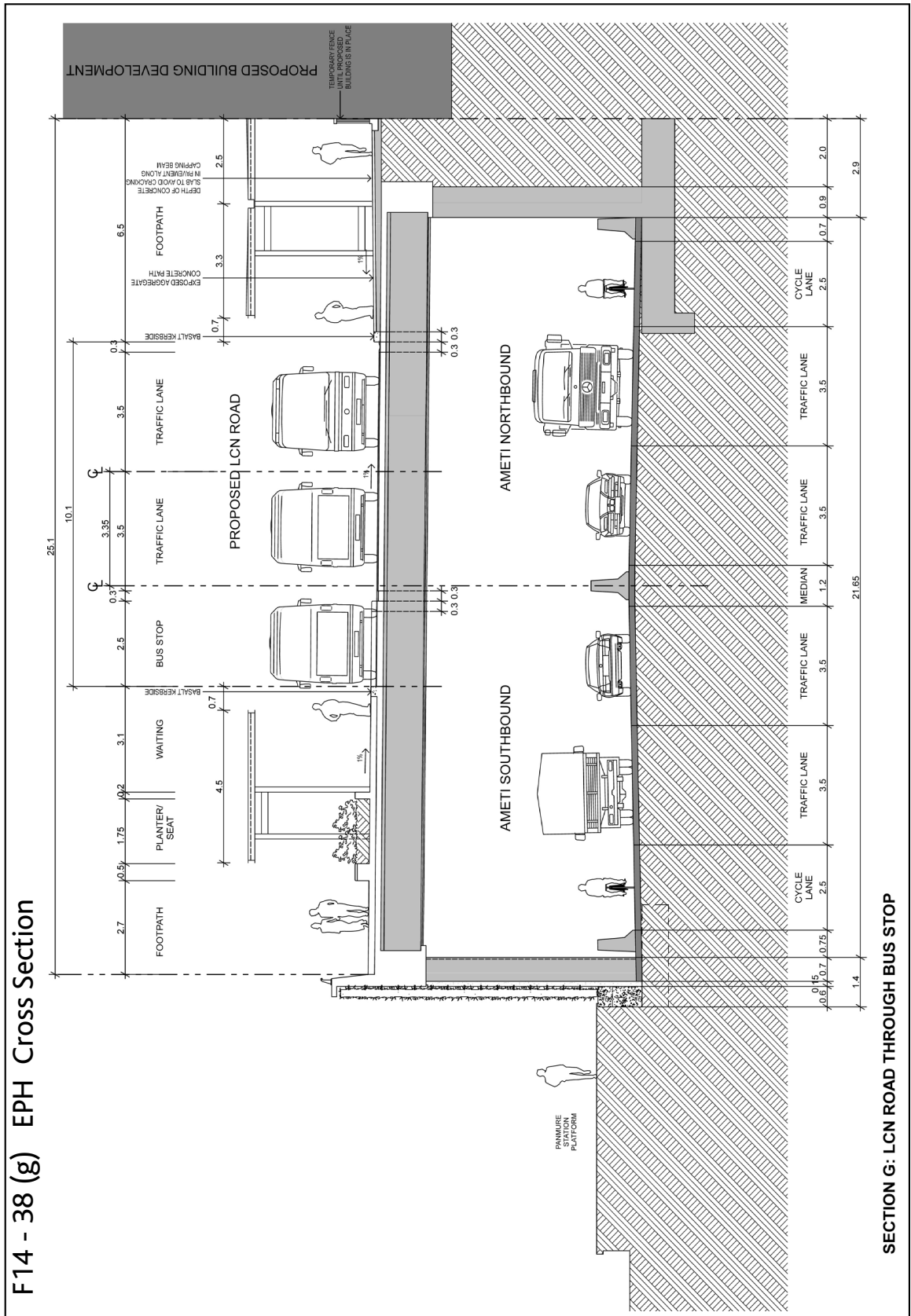
All Trees on Ellerslie Panmure Highway and RTN to be
 Maori Princess Pohutukawa PB 160Litre at Planting
F14 - 38 (b) Phase 1A Streetscape Concept Plan











**F14-39 AUCKLAND MANUKAU EASTERN
TRANSPORT INITIATIVE - PANMURE -PHASE1**

Mt Wellington Highway to Morrin Road

General Conditions

1.This designation will lapse if not given effect to before the expiry of 10 years from the date on which it is

included in the District Plan under section 175(2) of the Resource Management Act 1991 ("the Act").

2.The proposed works shall be undertaken in general accordance with the Notice of Requirement plans referenced as follows:

Reference Number	Title	Author	Date
Overview Document	AMETI Package 01 Phase 1 Overview Plans: 1 / 1162 / 52 / 3104 / 1-2 1 / 1162 / 20 / 3104 / 1-16	Opus International Consultants Limited	March 2012
Volume 1 Appendices	AMETI Package 01 Phase 1 Land Requirement Plans: 1 / 1162 / 41 / 3104, sheet 6 and 1 / 1162 / 52 / 3104, sheets 10-25.	Opus International Consultants Limited	Received by Auckland Council ("AC") on 5 April 2012
Volume 1 Appendices	AMETI Package 01 Phase 1 Engineering Plans: 1 / 1162 / 20 / 7104 / 12, 31, 32-44, 60-68, 70-72, 156-157, 197-220, 236-246, 261, 310-322, 400-412, 1 / 1162 / 46 / 5104 / 43-45, 72-74	Opus International Consultants Limited	Received by AC on 5 April 2012
Section 92 response	AMETI Package 01 Phase 1 Attachments: 1 / 1162 / 20 / 5104 / 801, 805, 810 1 / 1162 / 20 / 7104 / 158R1, 920 1 / 1162 / 21 / 7104 / 301RB 1 / 1162 / 26 / 7104 / 141-142, 180-181 1 / 1162 / 45 / 7104 / 209 1 / 1162 / 49 / 7104 / 18R1 1 / 1162 / 20 / 7104 / 704R3 / 712, 715, 731-740. 1 / 1162 / 20 / 7104 / 46R4, 47R3, 49R4, 50R4, 53R3, 54R4, 236R5, 238R5, 239R3, 241R4, 261R3, 262R4, 381R1, 382R1, 383R1, 384R2, 385R2, 386R1, 900R1.	Opus International Consultants Limited	Received by AC as part of s92 response on 4 September 2012



Further plans provided	<p>Figure 11 - Van Damme's Lagoon Two Lane Concept Design Revision 1</p> <p>Figure 12 - Van Damme's Lagoon Four Lane Concept Design Revision 1</p> <p>Figure 13 - William Harvey Place Pond Revision 1</p> <p>Figure 16 - AMETI Phase 1 Proposed Noise Barriers</p> <p>Figure 17 - AMETI Phase 1 Proposed Noise Barriers (Cross sections - Noise Barriers at No 97 and No 119A Ireland Road)</p> <p>Figure 18 - AMETI Phase 1 Proposed Noise Barriers (Cross section - Noise Barriers at Ireland Road apartments)</p> <p>Figure 2M - Potential Mitigation Option 9</p>	Opus International Consultants Limited	Received by AC as part of the hearing process 21 -29 November 2012
		Marshall Day Acoustics	

Construction Environmental Management Plan ("CEMP")

3. At least one month prior to commencement of works on the project, the Requiring Authority must submit a Construction Environmental Management Plan ("CEMP") to the Major Infrastructure Team Manager ("the Council's Manager") for approval. The approved CEMP must be implemented and maintained throughout the entire construction period.

4. The CEMP must detail the management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects of the project and is to include the following:

- (a) Details of the site or project manager, including their contact details;
- (b) The location of noticeboards that clearly identify the name, telephone number and address for service of the site or project manager;
- (c) An outline construction programme of the works, including indicating particular likely road closures and anticipated traffic diversions;
- (d) Any means to protect street trees that are otherwise unaffected by the project throughout the construction period;
- (e) Any means of protection of services such as pipes and watermains within the road reserve;

(f) Measures to be adopted to maintain the land in a tidy condition in terms of disposal/storage of rubbish, storage and unloading of building materials and similar construction activities;

(g) Location of workers' offices and conveniences;

(h) Procedures for controlling sediment run-off and dust mitigation measures. Dust mitigation measures must be in accordance with any resource consents for earthworks obtained for the project and must include details of measures to mitigate dust effects on private property that are directly attributable to the project works. Procedures for controlling sediment runoff must be in accordance with the former Auckland Regional Council's Technical Publication No. 90;

(i) Procedures for avoiding the deposit of soil debris on public roads and procedures for the removal of soil debris and demolition and construction materials from public roads and places;

(j) Location and layout of construction yards, including associated buildings, fencing and site access;

(k) Details of the construction yard (including mitigation of dust nuisance) on the sites at 31 William Harvey Place, 3, 5, 11 and 13 Triangle Road, and Pt Lot 33 DP 19346.



APPENDIX B (PLANNING MAPS)

- (l) Means of maintaining safety of the general public;
- (m) A dust monitoring programme;
- (n) Details of the site offices and construction yards (including mitigation of dust nuisance) located on the site at 7-9 Potaka Lane (the former Spotlight site) shall be agreed with the owners of the property located at 1-5 Jellicoe Road (the Mobil site). In the event of any disagreement over any such measures, those advanced by each party are to be submitted to the Council's Manager, along with the draft CEMP, and the decision of the Manager on any such measure shall be final;
- (o) Construction material must not be stock-piled or placed within 3 metres of the northern or western boundaries of 1-5 Jellicoe Road (the Mobil site);
- (p) The Requiring Authority must ensure that the owners of the property at 1-5 Jellicoe Road are given notice of the commencement of construction activities and a programme of works at least 10 working days prior to construction commencing in accordance with conditions 6, 7 and 8.

5. The Requiring Authority must provide copies of the approved CEMP, CTMP, and CNVMP to the Maungakiekie-Tamaki Local Board for the Board's information and also provide a copy to the Panmure Community Library at 7-13 Pilkington Road, Panmure and to the Glen Innes Community Library at 108 Line Road, Glen Innes.

Communication Plan ("CP"),

6. The Requiring Authority must prepare and submit for approval with the CEMP, no later than ten working days prior to commencement of works, a Communications Plan that details procedures for communicating with the public and the owners and occupiers of properties in the immediate vicinity of the construction area throughout the construction period. The Communications Plan must include a copy of the Construction Traffic Management Plan ("CTMP") prepared under condition 18 as well as procedures for

- (a) Giving notice of the commencement of construction activities;
- (b) Providing information about the expected duration of work, including a programme of works;
- (c) Giving notice of any changes to the programme of works.

The approved Communications Plan is to be implemented and maintained for the duration of the project.

7. The Requiring Authority must ensure that the Maungakiekie-Tamaki Local Board, the Panmure

Business Association, mana whenua, and the owners and occupiers of properties in the immediate vicinity of the construction area and any other individuals, businesses or organisations who make a request directly to the Requiring Authority are given notice of the commencement of construction activities and a programme of works 10 working days prior to construction commencing. For the avoidance of doubt, the purpose of this condition is for the Requiring Authority to provide information only.

8. The Requiring Authority must appoint a liaison person for the duration of the project. The liaison person is to be the main and readily accessible point of contact for persons affected by the designation and construction works and must be reasonably available for on-going communication on all matters of concern to affected persons. The liaison person's name and contact details must be included in the Communications Plan.

Site-Specific Construction Management Plan - 80 Mount Wellington Highway

9. A Site Specific Construction Management Plan ("SSCMP") shall be prepared by the Requiring Authority in consultation with NCI Packaging (NZ) Ltd to avoid, remedy or mitigate adverse effects at the NCI site relating to vibration, dust, air quality, access, vehicle manoeuvring. This plan shall be lodged with the Council's Manager at least 10 working days prior to construction commencing adjacent to the NCI factory.

In order to avoid, remedy or mitigate the potential adverse effects of construction activities on the site and operations at 80 Mt Wellington Highway (the NCI Site) the Requiring Authority shall adopt all reasonable and practicable measures including staging of work to:

- Minimise the amount of construction dust created in the vicinity of the NCI Site;
- To avoid any adverse environmental effects of vibration on the decoration equipment used by NCI;
- To manage construction to avoid the adverse environmental effects of the discharge of sediment laden material onto the NCI Site;
- Avoid any adverse effects of construction of the damming or blockage of overland flow paths on or in the vicinity of the NCI Site;
- Avoid any adverse effects of the diversion of stormwater onto the NCI Site.

10. The Requiring Authority shall ensure that suitable and convenient access to and egress from the NCI Site is



provided at all times during construction unless NCI's prior approval has been obtained.

11. The SSCMP shall include, but not be limited to, the following:

- The staging of all work in the vicinity of the NCI Site and including but not limited to work on the William Harvey "Spring Pond" and associated drainage works;
- The means by which sediment laden material will be prevented from entering the NCI Site;
- The means by which construction debris and detritus will be prevented from entering the NCI Site;
- The means by which any overland flow of stormwater in excess of that currently entering the NCI Site will be prevented from entering the site;
- The means by which any obstruction to the overland flow of water leaving the NCI Site will be managed to avoid adverse environmental effects;
- The means by which vibration in the vicinity of the NCI Site will be controlled to ensure that levels remain within limits which do not cause any adverse effect on NCI's operation;
- Provision of continuous dust monitoring on or adjacent to the NCI Site during construction;
- The means by which dust in the vicinity of the NCI Site will be controlled to ensure that levels remain within limits which do not cause any adverse effect on NCI's operation;
- Sequencing of work in the vicinity of the NCI Site to ensure that access to the NCI Site to enable the normal conduct of its business is maintained at all times;
- Construction of temporary or new access points from time to time to ensure maintenance of access to the NCI Site at all times;
- The development of temporary Traffic Management Plans from time to time to ensure the continuation of safe access when work is being carried out in the vicinity of the NCI Site;
- The means by which the health and safety of NCI staff and its invitees and visitors will be maintained during the construction period;
- The means by which the security of the NCI Site will be maintained during the construction period;
- The appointment of a liaison person and

development of a procedure for regular meetings, to be held at least weekly, with NCI during the construction period;

- A procedure for monitoring performance under the SSCMP;
- A procedure for requesting access to the NCI site by the Requiring Authority. Requests for access shall be made to NCI no later than 48 hours prior to the access being required for construction, monitoring and survey.

12. Provided access is granted, for three months prior to construction activities, during construction activities and for three months after construction activities cease, a continuous dust monitor shall be operated at the NCI Site. Reports on data from this monitor shall be supplied on a monthly basis to Auckland Council and to NCI.

13. The Site Specific Construction Vibration Management Plan ("SSCVMP") for the NCI site shall contain the following procedure:

- (a) The Requiring Authority shall in consultation with NCI, identify key item(s) of NCI machinery or equipment that are vibration sensitive and the location at which vibration exposure of each item shall be measured. For the purposes of this condition these are defined as 'NCI Equipment' and 'assessment location' respectively.
- (b) The 'safe vibration limit' applicable to the NCI Equipment as measured at the assessment location shall be 2 mm/s PPV.
- (c) Prior to construction commencing, a construction trial involving all "construction vibration sources" identified in the CNVMP shall be undertaken. The purpose of the trial is to establish a "safe distance" for each construction vibration source at which that source complies with condition 13(b).
- (d) If any construction vibration source is required to operate inside its respective safe distance, then the following procedure shall be applied:
 - (i) At the first instance of a construction vibration source operating inside the safe distance, attended vibration measurements shall be undertaken at the assessment position. Where measured levels exceed the safe vibration limit of 13(b) the activity shall cease and the Requiring Authority shall advise NCI to check the NCI Equipment for alignment and quality control within 24 hours;
 - (ii) Where the check of the NCI Equipment identifies no issues, then the safe vibration limit of 13(b) can be raised to that measured under 13(d)(i) and the safe distance of 13(c) reduced;



APPENDIX B (PLANNING MAPS)

(iii) Where the check of the NCI Equipment identifies vibration related issues, then construction shall cease and either:

- Alternative construction methods be investigated that ensure the highest identified safe vibration limit of either 13(b) or 13(d)(ii) is not exceeded; or
- The Requiring Authority and NCI shall reach agreement on the remedial action and management measures that the Requiring Authority must undertake prior to works continuing.

b. Where the procedure in 13(d)(ii) is satisfied for each construction vibration source at its closest point to NCI then the remainder of construction can proceed without further vibration measurements being required.

14. Provided access is granted and prior to commencing construction work on both the Interim and Future Alignment, the Requiring Authority shall undertake a dilapidation survey of NCI's buildings, yards and perimeter fencing to record their current condition. A copy of the dilapidation report shall be provided to NCI for confirmation of the findings. A further survey will be carried out on completion of the construction work. Any change in condition attributed to construction activities will be remedied by the Requiring Authority.

Overland Flow Conditions

15. The consent holder shall engage an independent third-party engineer experienced in flood management to review the hydraulic model to ensure that the AMETI works do not result in worsening of flooding in the NCI facility.

16. A further SSCMP shall be prepared by the Requiring Authority in consultation with the then owner and occupier of the NCI Site to avoid remedy or mitigate adverse effects on the NCI Site and the then occupier's operations arising from construction of the Future Alignment AMETI works. The SSCMP shall be lodged with the Council's Manager at least 10 working days prior to construction commencing adjacent to the NCI Site. The SSCMP shall address at least those matters referred to in conditions 10-15 as well as any further effects identified during the construction of the Interim Alignment which it is appropriate to address by way of the further SSCMP.

17. The Requiring Authority shall ensure that in relation to the Future Alignment access to and egress from the NCI Site is preserved to a physical and operational

standard no less than that achieved by the Interim Alignment.

Construction Traffic Management Plan

18. At least one month prior to the commencement of works the Requiring Authority must submit for approval with the CEMP a Construction Traffic Management Plan ("CTMP") prepared by an appropriately qualified expert. The approved CTMP shall be implemented and maintained throughout the entire construction period. The CTMP must include the following:

- (a) Methods for mitigating the local and network-wide effects of construction activities, including effects on the following roads: Mount Wellington Highway, Ellerslie Panmure Highway, Morrin Road, Forge Way, Mountwell Crescent, Jellicoe Road and William Harvey Place, Panmure Highway, Morrin Road, Forge Way, Mountwell Crescent, Jellicoe Road and William Harvey Place;
- (b) Methods to manage the effects of traffic that is required to detour or be diverted during construction, in particular seeking to minimise effects on residential and commercial areas;
- (c) Contingencies for traffic diversion;
- (d) Traffic control measures;
- (e) Detailed vehicle routes, number of trucks and hours of operation;
- (f) Outline pedestrian management including identifying a safe route for pedestrians and cyclists and include clear directional signage identifying safe routes;
- (g) Methods for mitigating construction effects relating to vehicular and pedestrian access to properties affected by the works;
- (h) Details of signage to be erected to alert motorists to changes to the roading layout and alternative routes available.

19. To relieve congestion on Potaka Lane at Jellicoe Road, the existing Potaka Lane leg of the Panmure roundabout shall remain open during phase 1A until such time as the entire AMETI Phase 1 scheme is completed (in particular until such time as the link from Morrin Road to Mount Wellington Highway) is operational.

20. The Requiring Authority shall provide to the Council's Manager the results of the traffic surveys on Mountain Road within 3 months of inclusion of the Notice of Requirement in the District Plan. The surveys shall also provide the details of any traffic calming measures that may be required for the approval of the Council's Manager. A copy of the



survey results shall be provided to the residents of Mountain Road.

Noise and Vibration

21.Operational Noise

(a) The alignment shall be designed and constructed in accordance with the provisions of New Zealand Standard NZS 6806:2010 "Acoustics - Road-traffic noise - New and altered roads" so that compliance with "Section 6: Noise Criteria" of that Standard is achieved;

(b) Prior to opening of the project, the selected mitigation options specified in the Marshall Day Acoustics Report (Rp003 RO5 2010229A, section 5 dated April 2012) shall be implemented for each area.

(c) Prior to the commencement of construction works on the project, where the design identifies the need for mitigation measures different from those in condition 21(b) then the Requiring Authority shall submit a Traffic Noise Mitigation Plan ("TNMP") to the Council's Manager for approval.

(d) At least one month prior to the commencement of work on the project, the Requiring Authority shall submit to the Council's Manager the TNMP required by condition 21(c), prepared by an appropriately qualified acoustic specialist as follows:

- (i) if noise walls are preferred, their locations and heights shall be in general accordance with Figure 2M - Potential Mitigation Option 9 prepared by Marshall Day Acoustics and received on 22 November 2012; and Figure 16 - AMETI Phase 1 Proposed Noise Barriers, Figure 17 - AMETI Phase 1 Proposed Noise Barriers (Cross sections - Noise Barriers at No 97 and No 119A Ireland Road), and Figure 18 - AMETI Phase 1 Proposed Noise Barriers (Cross section - Noise Barriers at Ireland Road apartments) prepared by Opus International Consultants and received on 29 November 2012;
- (ii) if the revised mitigation design will achieve the same or better Noise Criteria Category at all relevant PPFs, the TNMP shall describe the traffic noise mitigation measures to be implemented and that the design will be consistent with adopting the BPO; or
- (iii) if the revised mitigation design would change the Noise Criteria Category at any PPF to a less stringent Noise Criteria Category, the TNMP shall include an assessment in accordance with NZS 6806:2010 "Acoustics - Road traffic noise - New and altered roads" that demonstrates the design is consistent with

adopting the BPO in accordance with NZS 6806:2010.

22.Noise Monitoring

(a) Within one year following completion of construction work, the Requiring Authority shall undertake traffic noise monitoring at a minimum of six sites to determine compliance with the traffic noise criteria of NZS 6806:2010 "Acoustics - Road traffic noise - New and altered roads". Measurements shall be undertaken in accordance with NZS 6806:2010 Section 5.2. The noise monitoring shall be undertaken by an appropriately qualified and experienced acoustic specialist.

(b) The results of the compliance measurements shall be provided to the Council's Manager within one calendar month of the monitoring being completed.

23.Construction Noise

(a) Construction noise shall be measured and assessed in accordance with New Zealand Standard NZS 6803: 1999 "Acoustics - Construction Noise", and shall, as far as practicable, comply with the guideline limits of that Standard. Methods to manage construction noise shall be implemented as required by conditions 23(b) to 23(d).

(b) No later than ten working days prior to the commencement of work on the project, the Requiring Authority must submit a Construction Noise and Vibration Management Plan ("CNVMP") to the Council's Manager for approval. The approved CNVMP must be implemented and maintained throughout the entire demolition and construction periods of the proposed Phase 1 works.

(c) The CNVMP must describe the measures to be adopted, as far as practicable, to meet the requirements of NZS6803:1999 Acoustics - Construction Noise. The CNVMP must refer to the noise management measures set out in Annexure E of NZS6803:1999 and as a minimum must address:

- (i) Construction sequence;
- (ii) Machinery and equipment to be used, including the use of non-percussive machinery where practicable;
- (iii) Hours of operation, including times and days when noisy construction work will occur;
- (iv) The design of noise mitigation measures such as temporary barriers or enclosures;
- (v) Construction noise limits for specific areas;
- (vi) Development of alternative strategies where full compliance with NZS6803:1999 cannot be achieved, including consultation with



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residents and other occupiers to achieve acceptance outcomes;

(vii) Methods for monitoring and reporting on construction noise;

(viii) Methods for receiving and responding to complaints about construction noise.

(d) The CNVMP must refer to vibration management measures set out in the vibration standards of the German Standard DIN4150-3:1999 and must address the following aspects:

(i) Vibration monitoring measures;

(ii) Vibration criteria;

(iii) Possible mitigation measures;

(iv) Complaint response;

(v) Reporting procedures;

(vi) Notification and information for the community of the proposed works;

(vii) Vibration testing of equipment to confirm vibration predictions;

(viii) Location for vibration monitoring when construction activities are adjacent to critical buildings;

(ix) Operational times;

(x) Preparation of building condition reports on critical buildings prior to, during and after completion of works'

If measured or predicted vibration levels cannot practicably meet the project vibration criteria for any receiver, the Requiring Authority shall prepare a Site Specific Construction Vibration Management Plan. Such SSCVMPs shall describe site specific vibration risks, mitigation measures, communication records, and shall stipulate the required monitoring of vibration levels and effects on buildings at risk of exceeding the project vibration criteria. A SSCVMP may prescribe vibration levels higher than those prescribed in condition 23(d)(ii) provided they have been determined by an appropriately qualified and experienced engineer and with specific regard to the ability of the subject structures to withstand the higher levels. Any such SSCVMP may be for individual buildings or vibration sources, or for groups, whichever is appropriate, and must be prepared by an appropriately qualified person.

Information Requirements for Outline Plan of Works

24. Prior to the commencement of works, the Requiring Authority shall submit the CEMP, CTMP, CNVMP, and CP to the Council's Manager. These Management Plans and the Communication Plan shall be submitted to the Auckland Council as soon as reasonably practicable,

allowing sufficient time for review by the Auckland Council and discussion with the Requiring Authority.

25. Any Management Plans or Outline Plans of Works may be submitted in stages to reflect any proposed staging of the physical works. Plans submitted in stages must clearly show integration with adjacent stages and inter-related activities.

26. If the Auckland Council and the Requiring Authority agree on the content and terms of such Management Plans, that agreement shall be deemed to be a waiver in relation to that Plan or relevant part of that Plan pursuant to section 176A(2)(c) of the Resource Management Act of the requirement for an Outline Plan of Works under section 176A. If the Auckland Council and the Requiring Authority do not agree on the terms of such Plan or Plans, the relevant provisions of section 176A of the Act shall apply in respect of any part not agreed.

27. The works shall be undertaken in accordance with the approved Management Plan or accepted Outline Plan of Works (as the case may be).

28. The design and layout of the signalised intersection (including road markings) between Forge Way and the Ellerslie Panmure Highway shall be undertaken in accordance with Plan Reference 1/1162/21/7104/301/RB unless the prior approval of Restaurant Brands is obtained.

Arboriculture

29. The Requiring Authority is to engage a qualified arborist (the "Appointed Arborist") to supervise any pruning or excavation works within the dripline of any protected trees to be retained as shown in the Peers Brown Miller Plans "AMETI Project Panmure Corridor Tree Map" and accompanying schedules dated March 2012.

30. Prior to the commencement of any works on the project, the Requiring Authority must arrange a meeting between the Council's Manager and the Appointed Arborist, and the other relevant Requiring Authority employees and contractors who will be working under or around the dripline or root zone of generally protected trees to be retained. The Requiring Authority is to give the Council's arborist at least 5 working days' notice of the intended time and date of the meeting. The purpose of this meeting shall be to confirm the measures to protect the tree(s) during construction, including clarifying the exact location of the protective fencing and the extent of the pruning required.

Landscaping

31. At least one month prior to commencement of work on the project, the Requiring Authority must submit updated detailed landscape plans to the Council's Manager for approval. The landscape plans must be



prepared by an appropriately qualified landscape architect and are to be in general accordance with drawings 1/1162/20/7104/700 - 715 titled "Landscape Works" dated August 2012; Figure 11 - Van Damme's Lagoon Two Lane Concept Design Revision 1 and Figure 13 - William Harvey Place Pond Revision 1 prepared by Opus International Consultants Ltd and received on 29 November 2012. The plans are to clearly identify works to be undertaken as part of the initial 2 lane scheme for the AMETI link road, and are to include the following:

- (a) The details specified in the notes numbered 1-18 shown on Figure 11 - Van Damme's Lagoon Two Lane Concept Design Revision 1;
- (b) The details specified in the general note shown on Figure 13 - William Harvey Place Pond Revision 1 including (but not limited to) a boardwalk to allow public views to the ponds and wetland, signage / information boards, riparian planting along the wetland and new stream channel to the south, fencing along the NCI site and the William Harvey Place replacement footbridge;
- (c) Detailed landscape planting plans with plant and tree species, sizes and spacing;
- (d) Landscape specifications;
- (e) Tree pit design details;
- (f) Batter/embankment treatment and planting details;
- (g) The location of other features such as traffic light poles, street lights, signage;
- (h) The location of utility services, both existing and new, in relation to the planting positions for all trees along both sides of the road corridor;
- (i) The location and use of root barriers where applicable;
- (j) The design of the new car park and pedestrian entrance to Van Damme's lagoon at 118 Mount Wellington Highway and how the design of this space will integrate with the use of 116 Mount Wellington Highway (once the house on this section is removed) as an area of open space that can assist in making the lagoon area more visible and attractive to passersby;
- (k) Appropriate landscape treatment of the hard surfaces of the existing car park and entrance to be closed;
- (l) New deck or platform in the 118 Mount Wellington Highway carpark to overlook the Lagoon;
- (m) Banks of new access track to be planted in native vegetation;
- (n) New shade trees on grassed area to the north-east;

- (o) Relocation of the existing Nikau to elsewhere in the Lagoon; and
- (p) New boundary fence with the rail way corridor.

32. At least one month prior to the commencement of work on the future 4 lane scheme for the AMETI link road, the Requiring Authority must submit a detailed landscape plan in general accordance with Figure 12 - Van Damme's Four Lane Concept Design Revision 1 prepared by Opus International Consultants Ltd received on 29 November 2012 for Van Damme's Lagoon to the Council's Manager for approval. The landscape plan must be prepared by an appropriately qualified landscape architect and is to include (but is not limited to) the following:

- (a) The details specified in the notes numbered 1-5 and the general note shown on Figure 12 - Van Damme's Lagoon Four Lane Concept Design Revision 1;
- (b) Detailed landscape planting plans with plant and tree species, sizes, spacing and schedules for comprehensive replanting of Van Damme's Lagoon (with the use of any native plants to assist with the treatment of stormwater, to be considered in consultation with mana whenua);
- (c) Detailed construction drawings and plans for treatment of the 6m cut and water pools;
- (d) Design of the new outlet structure and water pools at the remodelled northern end of the Lagoon;
- (e) Boardwalk and walking path construction drawings, where these are to be modified to accommodate the required works;
- (f) Site furniture and signage details;
- (g) Bund and embankment details;
- (h) Landscape specifications; and
- (i) Design of noise walls and associated landscape planting, and where noise walls are not adjacent to the road corridor, the design of boundary fencing.

33. At least one month prior to commencement of work on the future 4 lane scheme for the AMETI link road, the Requiring Authority must submit detailed landscape plans prepared by an appropriately qualified landscape architect to include additional planting and landscape treatment, and identification of those trees to be relocated when the initial 2 lane scheme changes to the 4 lane scheme for the AMETI link road. These plans must also show the location and size of new trees to be planted and



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the design of new embankments and batters, where relevant.

34. The Requiring Authority must implement the approved landscaping plans during the planting season following completion of the designated works. The landscaping plan may be implemented in stages at the completion of each construction stage unless subsequent construction staging requires the use of the landscaped area. Any landscaped areas affected by construction activities must have the sub-soil rehabilitated and topsoil replaced in accordance with the landscape specification. The Requiring Authority is to maintain the landscaped areas for a period of 5 years following the completion of planting.

35. No later than ten working days prior to planting works, the Council's Manager shall be contacted to inspect the planting stock. All trees are to be in satisfactory healthy condition. The Council reserves the discretion to reject any trees that are in poor form or exhibit inherent structural problems. Any trees rejected shall be replaced by the Requiring Authority with an appropriate equivalent.

36. The exact location of the new tree plantings shall be reviewed and approved on site by the Council's Manager prior to the final planting taking place.

37. Upon completion of the planting works, the Requiring Authority shall arrange for a works completion walkover with the Council's Manager to ensure that all works have been completed to a satisfactory standard.

38. Once the areas have been assessed and signed off as being satisfactory, the new plantings will then fall under the maintenance regime for a period of five years post works completion. Activity reports for the maintenance shall be supplied to the Council's Manager on a quarterly basis. The reports should identify any areas of poor growth, vandalism and theft, and recommend when necessary further planting works to maintain the landscaping as agreed to by the Council's Manager.

39. The maintenance measures for new plantings shall include the control of invasive weed species, and provide for replanting where unsatisfactory planting results have occurred.

40. On completion of the five year maintenance period, a meeting shall be arranged with the Council's Manager and Requiring Authority's representatives to hand over the areas. The Council reserves the right to request any works to bring the area up to standard should there be any areas that have not established properly.

Ecology

41. The Requiring Authority shall appoint an experienced herpetologist to undertake a survey of the designated area for the presence of indigenous lizard species and to

identify potential habitat of the indigenous lizard species. The details of the appointed herpetologist are to be provided to the Council's Manager for approval of the appointment.

42. Subject to the findings of the survey required by condition 41 the approved herpetologist must be on site while works are being carried out in an identified lizard habitat.

43. Subject to the findings of the survey required by condition 41, a Reptile Management Plan shall be prepared for the capture and translocation of indigenous lizard species from the site both prior to works, should they be detected during the survey, and during the works should they be discovered while works are being carried out.

44. An Erosion and Sediment Control Management Plan will be prepared to manage the risk of sediment transfer via the stormwater system during construction and to minimise the likelihood of fine sediments entering waterways and the Panmure Basin.

45. The Requiring Authority shall comply with the Construction Environmental Management Plan and associated ecological plans required by the resource consents for the project. These include:

(a) Long Term Operations and Maintenance Plan for Van Damme's Lagoon;

(b) Van Dammes Lagoon Environmental Management Plan;

and

(c) Stream Maintenance Plan for the William Harvey Place Amenity Wetland.

View shafts

46. The height of any buildings, structures (excluding light poles and other roading infrastructure) shall not exceed the existing view shafts E05-29 and F15-28 Volcanic Cone View Protection to Mount Wellington (Maungarei).

Conditions roll-over from F14-38 AMETI - Panmure - Phase 1A

Site-Specific Construction Management Plan Conditions for 3 Forge Way

47. In order to avoid, remedy or mitigate the potential adverse effects of construction activities on the occupier of 3 Forge Way (being Restaurant Brands Limited), the Requiring Authority shall adopt all reasonable and practicable measures to:

a) Avoid the discharge of contaminated material, as well as dust and sediment-laden material from construction activities onto the property at 3 Forge Way;



- b) Undertake noisy construction activities, and store heavy machinery, as far away as practicable from the property at 3 Forge Way;
- c) Minimise construction works within 3 Mountwell Crescent and the sections of the road reserve that abut 3 Forge Way during the period from 5:00pm to 10:30pm Sunday to Wednesday;
- d) Notwithstanding (c) above, avoid construction works within 3 Mountwell Crescent and the sections of the road reserve that abut 3 Forge Way during the period from 5:00pm to 10:30pm on Thursday, Friday, and Saturday;
- e) Avoid any adverse vibration effects in excess of the appropriate standard contained in German Standard D1N4150-3:1999;
- f) Minimise the periods during which right-hand vehicle movements from Ellerslie-Panmure Highway to Forge Way are unavailable (having regard to traffic safety and the capacity of the intersection);
- g) Minimise the amount of dust created by construction activities entering the KFC store.

48. The Requiring Authority shall in consultation with Restaurant Brands Ltd prepare and maintain a Site Specific Management Plan to avoid, remedy or mitigate adverse construction effects on 3 Forge Way (the KFC site) relating to earthworks, noise, vibration, dust, air emissions, settlement, retaining wall design, signage location, site maintenance, pedestrian access and vehicle access. In addition, the Plan must:

- a) Set out in detail how the Requiring Authority will implement the obligations in condition 47;
- b) Pursuant to condition 8 include a procedure for the liaison person appointed by the Requiring Authority to regularly (weekly) meet with Restaurant Brands Limited to discuss the forthcoming construction works in the vicinity of the site advise of any works that are not in accordance with condition 47, and to investigate and resolve complaints and to report any such complaints to the Council's Manager;
- c) In addition to providing notice of commencement of construction activities and a programme of works 10 days prior to construction commencing as required by condition 7, the Site Specific Management Plan for 3 Forge Way shall also include a procedure that will provide Restaurant Brands Limited with at least 5 working days' notice of any works that include vibration and noisy effects;
- d) Include a requirement for the Requiring Authority to undertake regular (weekly) monitoring and reporting to the Auckland Council on the adequacy and performance of the measures implemented to control the discharge of contaminated

material, as well as dust and sediment-laden material from works associated with the Ellerslie-Panmure Highway, and the AMETI Link Road onto 3 Forge Way, including any other measures required to be implemented to remedy or mitigate any deficiencies in the measures to be implemented;

e) Provide details of suitable and convenient alternative vehicle routes to 3 Forge Way during periods where right-hand vehicular movements from the Ellerslie-Panmure Highway to Forge Way are unavailable, together with the measures by which such alternative routes are to be advertised to motorists;

f) Provide details of the measures that the Requiring Authority will adopt to minimise the amount of dust created by construction activities entering into the KFC store. Such measures may include (but shall not be limited to) the provision of "air curtains", and maintenance of any mechanical ventilation equipment in the KFC store.

49. The Requiring Authority is to ensure that vehicle and pedestrian access to the KFC site, including the existing drive-through facility, remains open and unobstructed at all times during construction unless the prior approval of Restaurant Brands is obtained.

50. The Requiring Authority shall ensure that left-hand vehicle movements from the Ellerslie-Panmure Highway to Forge Way will be possible at all times during construction unless Restaurant Brands' prior approval is obtained.

51. The Requiring Authority shall ensure suitable and convenient alternative vehicle routes to Forge Way are provided at all times during which right-hand vehicle movements from the Ellerslie-Panmure Highway to Forge Way are unavailable.

52. The Requiring Authority shall ensure there are no rock crushing activities undertaken on the site at 3 Mountwell Crescent, or within the sections of the AMETI Link Road or road reserve that abut 3 Forge Way.

Site Specific Conditions for 3 Mountwell Crescent

53. The Requiring Authority shall provide a 3 metre wide grassed "buffer" strip located along the western boundary of 3 Mountwell Crescent, at its boundary with 3 Forge Way, for the duration of the Phase 1 works. The "buffer" strip shall be fenced off with an effective acoustic fence to mitigate the potential construction noise effects and to prevent encroachment into this area by the contractor's yard. The fence must be at least 2 metres in height, with no air gaps along its length and base, with a surface mass of at least 10kg/m². The fence shall be maintained to be



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acoustically effective for the duration of the construction activities in 3 Mountwell Crescent.

54. Other than for works associated with the construction of the Main Alignment and works to Ellerslie Panmure Highway, and for reasonable access to the Panmure Train Station, the use of 3 Mountwell Crescent shall be restricted to a contractor's yard, and associated portacoms, containers, and temporary sheds during the construction period the main alignment and for no other purpose (including the stockpiling of material and storage of heavy machinery), unless the prior approval of Restaurant Brands is obtained.

55. Following the completion of the construction of the main alignment and works to Ellerslie Panmure Highway, the use of 3 Mountwell Crescent as a contractor's yard shall cease, and all associated portacoms, containers, and temporary sheds shall be removed, and the site shall be reinstated with grass.

Public Utilities

Conditions 56-59 below apply to Watercare Services Limited's ("Watercare's") infrastructure only and were agreed with Watercare:

56. The Requiring Authority shall ensure that Watercare's ability to operate, maintain or upgrade its assets is not unduly restricted or prevented during construction and/or post-construction.

57. The Requiring Authority shall consult with Watercare (or any other agent as nominated by Watercare from time to time) at least 15 working days prior to any works carried out in close proximity to Watercare's assets and is to obtain any approvals required from Watercare.

58. The Requiring Authority shall, at the Outline Plan stage, clearly show any actual and/or potential effects of the proposed works on Watercare's infrastructure.

Emergency works

59. Watercare may carry out emergency and urgent works without the need for written approval from the Requiring Authority, but it has been agreed that Watercare will advise the Requiring Authority within two working days that the activity has been undertaken and seek its written approval if the work is on-going. This condition shall apply to land within the road designation, whether or not it is formed as road.

"Emergency works" means works defined in section 330(1) of the RMA or section 6.22.1 of the Draft National Code of Practice for Utilities Access to the Transport Corridors (March 2009) or the Code of Practice for Working in the Road (Auckland Region) or any replacement of the Regional Code.

"Urgent work" is defined in section 69 of the Local Government (Auckland Council) Act 2009 as work that

is urgent and necessary as a result of any defective equipment or other emergency.

Written approvals

60. In providing written approvals for works in roads under section 176 of the RMA, the Requiring Authority shall comply with the requirements, procedures and timeframes set out in the Code of Practice for Working in the Road (Auckland Region) or any replacement of the regional code by the Code of Practice for Utilities Access to the Transportation Corridors.

Note: The process implemented for providing requiring authority approvals above could be incorporated into the process for granting access to the road network such that a single process for both requiring authority approvals and road access approvals is implemented unless otherwise requested by the party seeking an approval. In providing written approvals for land that is subject to the designation but is not yet formed as road, requiring authority approvals shall be provided in a timely manner.

ADVICE NOTES:

Communication Plan

1. The Requiring Authority's appointed liaison person is required to keep copies of the CEMP, CTMP, CNVMP, and CP.

Future Four Lane Scheme

2. The Requiring Authority will require separate resource consent approval(s) to undertake the future 4-lane scheme for the AMETI link road on the Van Damme's Lagoon site.

3 Forge Way

3. For the avoidance of doubt, the Phase 1 works may require the use of 3 Mountwell Crescent as a contractor's yard.

4. For the avoidance of doubt, conditions 47-55 relating to 3 Forge Way and 3 Mountwell Crescent are in addition to the obligations contained in the other conditions that require the implementation of other management plans, and which impose other obligations across the whole of the AMETI Phase 1 project.

5. For the avoidance of doubt all communications with the property at 3 Forge Way shall be made directly to Restaurant Brands Ltd, PO Box 22-749, Otahuhu, Auckland (Attn: Grant Mahoney, Property Manager, email grant_mahoney@restaurantbrands.co.nz, Ph (09) 525 8762).

F15-01 PANMURE GROWTH AREA STRUCTURE PLAN

1. INTRODUCTION



The City Context

Auckland City adopted a growth management strategy in 2003 which sets out where, when and how Auckland will grow, and which allows change to happen in a managed and effective way. The aim is to encourage vibrant town centres within the city:

- focusing growth around town centres that can provide the services, shops and jobs that the growing population needs;
- increasing the density of development in those centres so that there are sufficient people and activities to support improved passenger transport;
- coordinating growth areas with passenger transport and infrastructure – putting them close to rail stations, getting bus routes into town centres, and managing drainage and stormwater.

Areas within the city where increased growth can be supported have been identified as Areas of Change either for urban living or for business development.

Urban living areas are suitable for residential and mixed use growth. They are based around town centres that already have (or potentially will have) the transport, schools, open space, community services and shops needed to create a vibrant community.

In each urban living area, the council works with the community to develop a liveable community plan. A liveable community plan outlines a comprehensive framework for managing growth and development within an area of change. Implementation of that plan uses both regulatory and non-regulatory mechanisms.

Growth Area Structure Plans are one regulatory mechanism used to implement liveable community plans.

The Panmure Context

The Panmure community is an Area of Change within the City's growth management strategy. A liveable community plan 'Panmure's Future' was adopted by the Council in August 2002. The Panmure's Future document indicates that Council will take action to foster the long-term growth, safety and vitality of the Town Centre by encouraging an attractive mixed use environment that provides opportunities for new residences, live/work premises, businesses and shops. This growth area structure plan sets out resource management rules and criteria for achieving that outcome.

2. GROWTH AREA STRUCTURE PLAN ATTRIBUTES

The Panmure Structure Plan area has both positive and negative attributes, which have been summarised below:

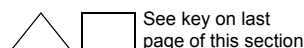
- (a) Panmure is a long established area. Important features include:-
 - the volcanic cone of Maungarei/ Mt Wellington
 - the Panmure Basin
 - Tamaki River
- (b) The Panmure town centre's strengths include:
 - a unique location between Maungarei and the Panmure Basin;
 - recreational opportunities;
 - community and health facilities;
 - heritage elements.
- (c) The town centre has long blocks running east-west which constrain connectivity between the centre and the surrounding residential and recreational areas. It also has small or narrow sites, which are difficult to redevelop individually.
- (d) The town centre has experienced a decline in its retailing function due to retail competition and market changes. This has led to a decline in pedestrian amenity, the perception of poor safety and the retail frontage becoming compromised by vacancies and roller doors.
- (e) The limited capacity of existing infrastructure for wastewater disposal in the vicinity of Ireland Road requires applications for all new development to demonstrate that the development will not exacerbate any existing problems.

3. RESOURCE MANAGEMENT ISSUES

- (a) The opportunity to promote the physical and environmental amenity and the vitality of the centre, while enabling a more diverse and concentrated mixture of retail, employment, recreation, services and residential activity.
- (b) The opportunity to support the community's desired approach to managing growth expressed in the future desired character and land use outcomes developed in "Panmure's Future" (see Table 1. below).
- (c) The opportunity to promote redevelopment that increases both residential capacity and the employment component of the centre, but in a manner that also results in an environment of high amenity, legibility and respect for heritage and environment.
- (d) The opportunity to make the centre more legible (memorable) so that it is easy to find one's way around and attracts return visits.

4. RESOURCE MANAGEMENT STRATEGY

The Panmure Growth Area Structure Plan includes Business 2 and Open Space zoned land. The Business 2



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zone is applied to existing suburban retail and commercial centres outside downtown Auckland. The zone provides for a wide range and intensity of activities including retail, residential, commercial, cafes and restaurants, light industrial workshops and entertainment. The approach taken in the Structure Plan is to apply the underlying zoning and normally applicable objectives, rules and criteria of the District Plan, except where a specific reference is made to the contrary.

All developments including external additions will be required, through restricted discretionary activity applications, to make a design response to their local environment. This response should be primarily to topography and orientation, with heritage elements reflected in the use of appropriate dimensions and materials and in the details of design. The assessment criteria applied to all new buildings identify those particular factors that highlight the unique character of Panmure and propose certain measures designed to maintain the centre's character and promote its amenity. They also emphasise, in terms of activity and function, the need to support the desired future character statements of the liveable community plan in Table 1. The statements are expressed in the present tense as if the vision of the desired future outcome had been achieved. The action areas, as applied in the Structure Plan, are shown on F15-01 Diagram 1.

F15-01 Diagram 2 identifies Comprehensive Development Areas, Landmark Sites and new pedestrian and vehicle links. These are key to overcoming the constraints of block length and site size or configuration. Incentives will be made available to encourage redevelopment within these Comprehensive Development Areas and to enhance Landmark Sites.

Where the total contiguous area of the sites subject to the application exceeds 2500m², Council will expect the developer and land owners to seek pre-application discussions and advice from delegated council officers concerning:

- The provision and route taken by through site links and pedestrian and vehicular access ways.

As the owner of certain public land Council may also enter into discussions with the developer and land owners concerning:

- The possibility of publicly owned land and parking areas being incorporated into a reconfiguration of the site boundaries.
- The possibility of building in the airspace above service lanes or walkways in council ownership.

A separate comprehensive parking plan will provide guidance on the operational and regulatory parking issues of the town centre in a coordinated manner. Monitoring of parking use is an important part of this

both to determine the critical point at which waivers should be limited, and to plan ahead for the provision and location of public parking. It may benefit the centre to consolidate and rationalise existing public parking areas, and to this end, discussions may be entered with developers in the comprehensive development areas.

Parking issues have been addressed in the Structure Plan through a general reduction in retail and residential parking requirements, specific justified reductions, or off-site parking space sharing arrangements.

Personal safety is addressed throughout the Structure Plan. This is intended to assist in improving both the level of security in the Panmure Structure Plan area and the public's perception of the centre, by contributing to reducing the opportunities for crime. To obtain assistance in compliance with safety provisions, reference may be made to any safety guidelines annexed to the District Plan.

The approach taken by the Structure Plan is to apply the normal controls of the relevant zone, with certain exceptions where the zone's activity status or development controls would be incompatible with the planned future of the area. In some cases, it is the assessment criteria that have been amended to ensure that the specific purposes of the Structure Plan are considered in the assessment. The provisions, for example, modify the Business 2 activity status of certain activities as set out in clause 6.4 and 6.5. The height and site intensity development controls are also modified for Landmark Sites (subclause 6.4.2) and Comprehensive Development Areas (subclause 6.4.3). The other modifications to development controls, which apply to all sites in the Structure Plan area, are set out in Clause 7.



Table 1: Town Centre Vision Statements

Action Areas (Numbering relates to Panmure's Future - the Panmure Liveable Community Plan)	Vision Statements
Area 3 Includes: Comprehensive Development Area A Comprehensive Development Area B	An area of start-up and small businesses, professional offices, clusters of business services, arts and crafts, educational activities and tourism, and apartments above street frontage businesses. Good pedestrian connections exist between the New World supermarket and Queen's Road, and from Ireland Road and Lagoon Drive to the Town Centre, the proposed Rail Station and Maungarei/Mt Wellington.
Area 4 Includes: Comprehensive Development Area C	The retail and community heart is at the eastern end of the Town Centre. This is where shops serve everyday needs and community facilities, including a community centre and library, are conveniently located. This is the heart of the "village community" with a design theme that includes recognition of the area's heritage. It is a lively retail precinct, which includes quality eateries and quality designed buildings. Safety, disabled access and parking issues are addressed, and a public square is provided where the community can meet.
Area 5 Includes: Comprehensive Development Area D Comprehensive Development Area E	A well-designed mixed use and residential area which takes advantage of views to the Basin, and has good pedestrian linkages to the Town Centre. The mixed use development on the Council owned Basin View Lane carpark has been built to take advantage of the slope and to link the Town Centre with access to the Panmure Basin. Development is of a scale that protects views to the Basin and Maungarei/Mt Wellington.
Gateway Protection Area Lagoon Drive	The south eastern gateway to Auckland City and Panmure, like the city itself, expresses an urban, growing, and vital character, integrated with a celebration of unique volcanic open spaces, access to the marine environment and varied recreational assets. Both man-made and natural environments are carefully designed and managed to contribute to an attractive, integrated entrance way. The volcanic feature of the Panmure Basin, with its explosion crater and tuff ring, and the natural environment of the open space and water area, provide a dramatic contrast with a strong, well-articulated urban edge that expresses good urban design. Pacific and native vegetation signals the access to the water, open space and recreation facilities of the Panmure Basin. The town centre is connected to the Basin by an attractive, sculptural, overhead pedestrian way that welcomes people to the city and draws the eye up to the Queens Road commercial area. Access points and directions are clear, and legible well-kept frontages create a clean, friendly and efficient entrance to the city.



F15-01 Panmure Growth Area Structure Plan Diagram (1)



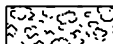
Legend



Lagoon Gateway Protection Area



Panmure Growth Area Structure Plan

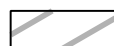


Recreation Precinct



Precinct

Action Areas:



3

Business Emphasis



4

Revitalised Retail Core

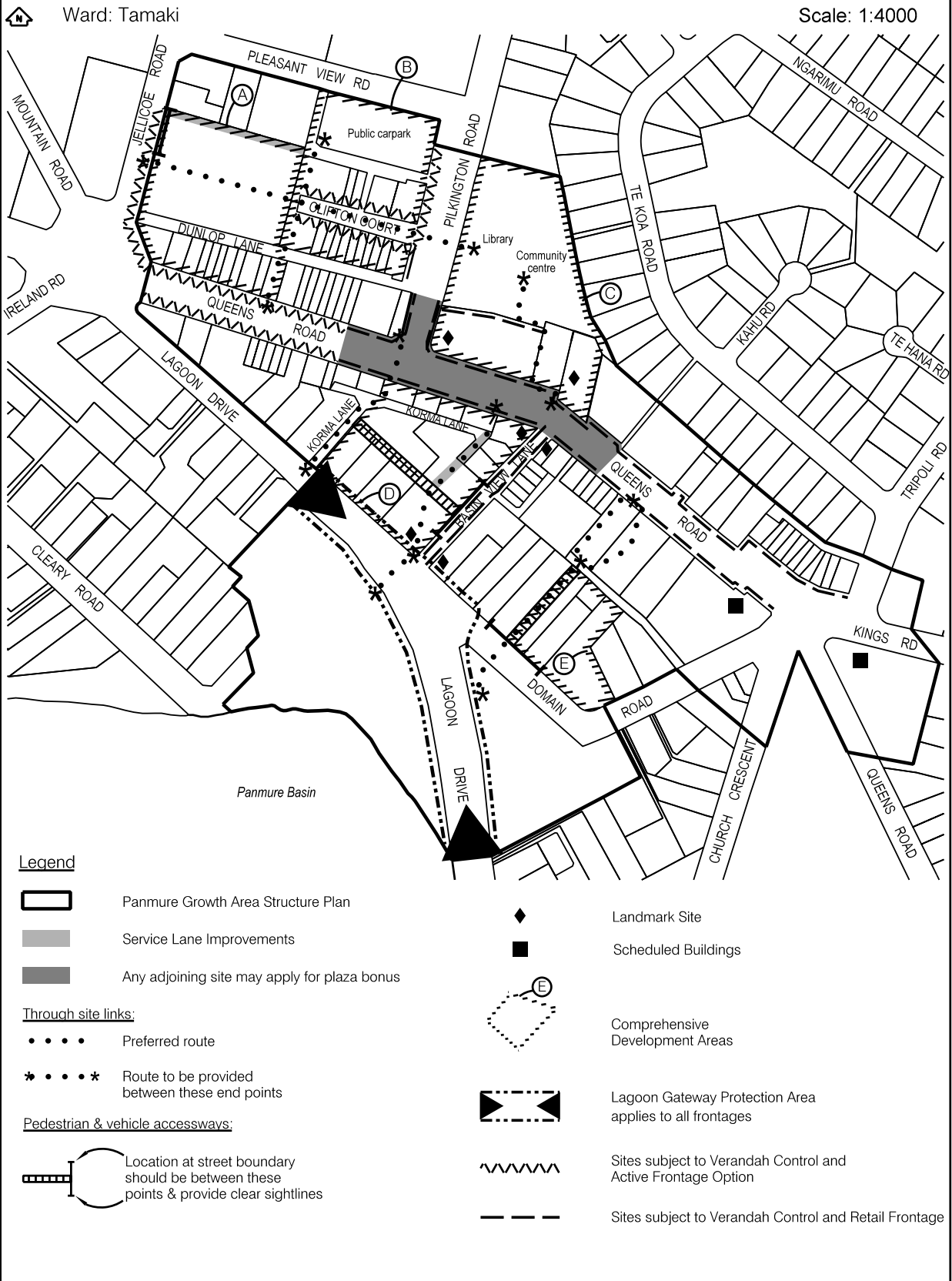


5

Basin View Mixed Use



F15-01 Panmure Growth Area Structure Plan Diagram (2)



5. EXPECTED OUTCOMES

It is expected that the provisions adopted for the Panmure Growth Area Structure Plan will result in the following:

- (a) a mixed use environment where new buildings and activities enhance the physical quality, character and amenities to the area while ensuring adverse effects are avoided, reduced or mitigated;
- (b) improved pedestrian access which is well defined and safe throughout the town centre, and between the centre and adjoining residential and recreational areas;
- (c) comprehensive redevelopment of strategic sites into mixed use developments that contain both residential and business activities.

6. RULES - ACTIVITIES

6.1 Rules Applying to all Sites and Activities

- (a) The normal activity and development controls of the relevant zone shall apply except as otherwise modified or specifically provided for in this Structure Plan.
- (b) Any modification to one or more of the development control rules, including any modified development control in this Structure Plan, may be considered concurrently under Clause 4.2.1.3B Discretionary Activities as a discretionary activity, but consideration of such applications shall also take account of the purposes of the Structure Plan.
- (c) Where there is any conflict between assessment provisions relating to personal safety and any relevant personal safety provisions in other parts of the District Plan, the merits of both should be weighed up to ensure that a good design solution meeting both safety and amenity (including noise and visual) outcomes is achieved.

6.2 Rules Applying to Sites Zoned Open Space

An application for a controlled or discretionary activity in any Open Space Zone, in addition to the assessment required by that zone for such activities, shall be subject to assessment against Clause 6.4.1(a) and (b) of the Structure Plan.

6.3 Rules Applying to Sites Zoned Business 2

- (a) Resource consent applications in the Business 2 zone shall comply with the relevant zone activity controls and development controls, except as modified or specifically provided for in this Structure Plan.
- (b) An application for a controlled or discretionary activity in the Business 2 zone shall be subject to assessment against the controlled or discretionary

criteria for the zone as modified or specifically provided for in this Structure Plan.

6.4 Restricted Discretionary Activities in the Business 2 Zone

Within the Structure Plan area, the following activities shall be restricted discretionary activities. Where an application is for a restricted discretionary activity, then, except as provided for by Section 94C of the Act, it will be considered without public notification or the need to obtain the written approval or, or serve notice on, affected persons.

6.4.1 Construction and/or relocation of new buildings, including external additions to existing buildings and accessory buildings

The construction and/or relocation of new buildings, including external additions to existing buildings and accessory buildings will be assessed against the following criteria as a restricted discretionary activity:

Note: sites identified as either Landmark Sites or within a Comprehensive Development Area identified on the Structure Plan are subject to additional assessment criteria. Refer clauses 6.4.2 and 6.4.3.

(a) Desired Future Character - refer Diagram 1 of F15-01 and Table 1 of the Structure Plan

- i) The form and character of buildings and development in the Structure Plan area shall be assessed against the vision set out in Table 1 for the action area in which they are located, in accordance with Table 1 and Diagram 1 of the Structure Plan (without restricting the activities to only those mentioned). This assessment is to ensure that they contribute, by their design, in a positive manner towards that vision. This contribution shall be achieved by complying with the criteria described below in clauses (ii) - (viii), and in ways specific to the site including:
 - retaining existing pedestrian routes or vehicle accessways where through site links or service lanes are indicated on Diagram 1 and
 - avoiding the construction of obstacles which make these through site links or service lanes more difficult to use or to achieve in future.
- ii) In Action Area 3, the Queen's Road frontage of each shop or business premise should be given individual detailing or design treatment to maintain pedestrian interest at street level, but any footpath activity should not be permitted to impede progress to the core retail area.



These provisions are to encourage the movement of pedestrians towards the core retail area from rail services and the more distant residential areas, by creating a comfortable and interesting route.

- iii) In Action Area 3, the rhythm of small regular frontages should be reflected in the façade treatment to maintain a reference to the original subdivision and development pattern, and to retain an intimate human scale.
- iv) In the Heritage Precinct in Action Area 4 shown on Diagram 1, the matters in (iii) above shall also be applied, and additional references to heritage elements and scale will be expected, such as narrow panels and bays which echo those of the Victorian Panmure Tavern. In this part of Action Area 4 it is particularly appropriate for the built form to express heritage, whether built or natural, and the area's sense of place in materials or colours as outlined in any design documents for the centre that have been endorsed by Council.
- v) In the Civic Precinct of Action Area 4, the community role of the space surrounding the carpark outside the community hall is to be supported by encouraging commercial and community activities to front the space, and designing buildings and windows or decks to overlook and enable interaction with this space. Servicing and parking needs are recognised but shall be provided for in a manner that minimises detracting from amenity or pedestrian movements.
- vi) The retail core centred on Queen's Road between Pilkington Road and Basin View Lane signals a change in character and rhythm, to larger premises with larger and broader elements. The feel is innovative larger-scale retail, with views from or through premises to the Panmure Basin. New buildings in this area should utilise references to the existing better quality buildings and express Panmure's sense of place through detailing. For example reference could be made to the Rendall's building (120 Queen's Road) style of solid bold shapes broken by smaller paned windows, or to strong vertical elements such as the BNZ sign (104 Queen's Road). Recycled brick may be used to reference the Griffith's buildings (51 to 113 Queen's Road) that back on to Korma Lane. These were one of the largest groups of shops ever built in Australasia in their time (the early 1950's).

- vii) In Action Area 5 buildings fronting Lagoon Drive and Domain Road should be provided with windows that take advantage of views to the Basin, where such views are available. Pedestrian linkages shall be enhanced as far as practicable to make movement between the town centre and the recreation areas easier and more pleasant. Buildings shall also respond in particular to the criteria in (b) Landscape and Topography. The design of any developments, including the location of outdoor activities, storage, parking areas etc. shall demonstrate particular efforts to maintain compatibility between parking, residential and business activities.
- viii) In the Gateway Protection Area buildings and development, including signage and the fencing of front boundaries, shall be designed to enhance the vision for the area as an attractive, integrated gateway to the City. This shall be achieved by legible well-kept frontages, clearly indicated access points and directions, Pacific and native vegetation, moderate use of signage and a consideration of how each element contributes to the expressed vision and character of the Area as a whole. If an overhead pedestrian way should eventually be constructed, it should be both attractive and sculptural, and should assist in directing the eye up to the Queen's Road commercial area.

(b) Landscape and Topography

- i) The development shall enhance the relationship with the major landscape features of the area such as Maungarei/Mt Wellington, the Panmure Basin and the Tamaki River, by providing views of them, where practicable, from the public areas of buildings on the site.
- ii) The development shall ensure private open space is oriented to capture sun, and should provide shelter from the south-westerly winds that can be a feature of the area.
- iii) Buildings in Area 5 on the slope between Lagoon Drive and Queen's Road shall give expression to the natural contour of the land. Ways in which this can be done include:
 - the building form curving along a contour
 - adopting a roofline that steps down the slope
 - utilising decks that are oriented towards the Basin.

(c) Streetscape Character and Amenity

- i) New development shall be designed to complement and enhance both streetscape



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character and pedestrian amenity resulting in a varied but harmonious façade to the public realm.

- ii) New development shall give rise to an urban form characteristic of perimeter block development i.e. fronting the street with private backs.
- iii) The façade of buildings shall be:
 - modulated (i.e. not flat-faced but having a variety of depths in the treatment of the façade so that interest is achieved) and
 - well-articulated (i.e. expressing visual richness from a range of viewing distances through the use of architectural elements).
- iv) The overall effect of new developments on the streetscape shall be that of a collection of small to medium scale buildings, conveying the impression of a multiplicity of human activities, ownerships and designers having been involved in their design, rather than it being dominated by monolithic buildings.
- v) The exception to (iv) is for buildings located in the retail core between Pilkington Road and Basin View Lane, where a more imposing character is acceptable as viewed from Queen's Road. However, buildings shall avoid a dominating appearance from any adjoining residentially zoned property, which may be achieved by compliance with (iv) above.
- vi) On-site landscaping where provided adjoining the road should be:
 - suited to its environment,
 - avoid creating entrapment opportunities,
 - provide for surveillance and
 - enhance the character of the streetscape.

(d) Building Scale Form and Layout

- i) Building heights and roof treatments should reflect the proportions, spacing, rhythms and styles of neighbouring buildings without slavish copying.
- ii) The extent to which new development is visually compatible in scale with the immediate streetscape and/or adjoining buildings on neighbouring properties will be taken into account. Visual compatibility can be achieved through a variety of means, including those set out below, while still allowing buildings to achieve permitted height, floor area ratio and height in relation to boundary. The extent to which the massing and design of larger buildings ensures that they do not over-dominate the built scale of

their surroundings, will be taken into account in the assessment of effects.

Where new buildings are of greater scale and bulk than the buildings surrounding them, architectural methods should be used to visually break down the bulk of the larger building.

Methods employed to achieve this, and visual compatibility, shall include, but are not limited to:

- good articulation and modulation of the building form;
 - placement of windows;
 - surface treatments;
 - careful treatment of the roof form and appearance;
 - inclusion of verandahs and balconies;
 - variations in height across the building or site.
- iii) Where buildings abut public places or open space such as a plaza accessible to the public, they should address the open space as well as any street frontage, and provide for informal surveillance. Methods employed to achieve this shall include, but are not limited to:
 - locating doors, windows and other openings associated with living and working areas so that they overlook and interact with the public open space area;
 - avoiding blank windowless street level façades of buildings through the placement of doors and windows and by encouraging a mix of activities and ensuring new development does not compromise good informal surveillance of public open space provided by existing developments.Such buildings shall not significantly overshadow the public open space.
 - iv) Mixed use developments should provide a separate entrance and access to the residential component. Where this is not possible or appropriate, access to each activity shall be clearly indicated.
 - v) Where residential activities are combined with retail or commercial uses, access from parking areas to associated residences shall be relatively direct and safe for residents, day and night.
 - vi) Development should take advantage of existing buildings, streets and other infrastructure. Buildings should be re-used if practical, where this does not limit the overall intensity of the development.



vii) Buildings on corner sites shall make a greater visual statement, and be emphasised wherever practical, for instance, corners can be higher, more detailed and specifically articulated and roofs or window features can emphasise prominence. To complement the proposed urban character of the centre and to optimise mixed use potential, corner buildings should be laid out with multiple-entry potential and built as much as feasible to the front boundary.

viii) Services, insulation and access should be designed and located to allow simple conversion from commercial offices to residential activities and vice versa.

(e) Acoustic Privacy

refer 8.7.7.2 (1)(c)

(f) Car Parking

Car parking areas shall be:

- i) designed and located at a reasonably close and convenient distance from associated residential uses within mixed use developments;
- ii) lit at night while avoiding adverse effects related to light spill and glare on the visual privacy of adjoining land;
- iii) in the case of multilevel or underground car parks, be provided with the monitored camera surveillance of lifts and stairwells in addition to camera surveillance of the car parking areas (ie areas are constantly viewed while the facility is open);
- iv) well ventilated if enclosed;
- v) permanently marked so as to clearly define service vehicle and any visitor parking;
- vi) sufficiently separated from habitable room windows to minimise noise and fumes entering dwellings.
- vii) Off street loading spaces are to be provided for the efficient loading and unloading of service and delivery vehicles in accordance with PART 12 of the District Plan.
- viii) On-site car parking or garages should not dominate the streetscape or be located on road frontages, or where this is unavoidable, shall be behind a substantial landscaped planted area and a non-mountable kerb.
- ix) The internal circulation of the parking areas should be designed so that the particular requirements of individual activities for safe and efficient vehicle circulation on site are

attended to, and there should be more than one exit for pedestrians from the car parking areas, for security reasons.

(g) Site facilities

refer 8.7.7.2(1)(e)

(h) Location and design of vehicular and pedestrian access

refer 8.7.7.2 (1)(f)

(i) Minor adverse effect on the environment

refer 8.7.7.2 (1)(g)

(j) Infrastructure considerations

refer 8.7.7.2(1)(h)

(k) Cycle and pedestrian ways

refer 8.7.7.2 (1)(i), provided that where through site links are required these may be pedestrian only routes which may pass through business premises provided a suitable legal agreement has been entered and relevant criteria met in accordance with 6.4.3 (b) of the Structure Plan.

(l) Daylight Control

A daylight control for development on sites fronting the northern side of Queen's Road and the northern side of Lagoon Drive shall apply. This will require all development (with the exception of those developing under landmark site and CDA requirements) of greater than 12.5 metres in height on the northern side of Queen's Road and the northern side of Lagoon Drive to go through a restricted discretionary resource consent process. This is in order to minimize any potential shading effects of such development on residential sites on the southern side of Lagoon Drive, any public plaza and the public footpath on the southern side of Queen's Road.

Assessment Criteria

In considering such a restricted discretionary resource consent, the Council will assess the application against the following criteria:

- The maximum areal extent (m²) of shading of sites and public footpaths on the southern side of Queen's Road and Lagoon Drive
- The period of the day and length of time during the day when the maximum shading occurs.
- The number of days and period of the year when any shading of sites and public footpaths occurs



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- The type of activity and the location of any building(s) on sites which may be affected by shading.

Explanation

In order to achieve a quality mixed use environment, it is important that new buildings and external additions to existing buildings are designed to meet urban design criteria including streetscape character, building scale, form and layout, acoustic privacy, parking, site facilities, pedestrian access, infrastructure, personal safety and service access and where appropriate cycle and pedestrian ways. These criteria seek to enhance the physical quality, character and amenity of an area or to address the potential adverse effects of an activity.

6.4.2 Landmark Sites

(a) Additional Assessment Criteria

Where construction and/or relocation of new buildings, including external additions to existing buildings and accessory buildings, occurs on sites identified as Landmark Sites, then in addition to the assessment criteria set out in clause 6.4.1 above, the application will be assessed against the following specific criteria as a restricted discretionary activity:

- i) 70-88 Queen's Road (Lot 2 DP 176192) - the buildings on this site shall accentuate its prominent corner position at the heart of the retail area and acknowledge the civic precinct on its northern side. Methods employed to meet this criterion shall include, but are not limited to:
 - locating doors, windows and other openings associated with living and working areas so that they overlook and interact with the public open space area;
 - avoiding blank windowless street level façades of buildings through the placement of doors and windows;
 - encouraging a mix of retail activities;
 - ensuring new development does not compromise good informal surveillance of public open space provided by existing developments.

Loading, servicing and parking needs should be met in a manner that minimises their impact on the pedestrian environment.

NB. The area surrounding the car park in front of the community hall is being developed to enhance its role as a community space.

- ii) 104 Queen's Road Lot 6, DP 52083 (BNZ site) - the design should respond to the change in the angle of the road and location at the apex of a key view of the Basin; and the design

should also consider the retention and refurbishment or replacement of the clock tower. Methods to meet this criterion this include, but are not limited to:

- aligning the façade to be parallel to the front boundary of the site, or, if the road widening has not yet been vested in Council, then along the building line for road widening;
 - replacement of the clock tower with a similar vertical architectural element that draws attention and adds emphasis to the building.
- iii) Western corner of Basin View Lane and Lagoon Drive - any building on this corner needs to meet high standards of design and quality of materials, as it will set the tone for the whole centre, for people approaching the centre and entering Auckland City from the south east. The design shall ensure that the corner building or that part of a building that is on the corner is given special treatment with more height or emphasis. As a key site in the Lagoon Gateway Area, which also has links with Korma Lane and Queens Road, development shall exploit opportunities to provide:
 - internal public access,
 - views from Queen's Road through to Panmure Basin, and
 - views of Maungarei/Mt Wellington from upper levels.
 - articulation of the Basin View frontage to enhance the ascent of Basin View Lane and frame views down it.The possibility of providing public access from an upper storey to a pedestrian overpass of Lagoon Drive should be investigated and this consideration should include lift access for the disabled, so enhancing equal access to Lagoon Drive and Queen's Road. Public access would enhance use of a safe crossing and provide the attraction of excellent views of the Basin. Views from this site are discussed in the Panmure View Protection Study July 2004. By creating a through site link and an intriguing and walkable edge to Basin View Lane, movement between the retail and recreation areas of the town centre will be encouraged.
 - iv) Landmark corner sites not otherwise specified should ensure that a corner building or that part of a building that is on the corner is given special treatment with more height or emphasis. Particular care should be taken to reflect Panmure's sense of place through



details that reflect the materials, palette or heritage of the local community.

Explanation

These are highly visible sites, which offer opportunity for creating landmarks to increase legibility of the centre and identify the transition into the core retail area. A new building or addition to an existing building on any of these sites will set the tone for the surroundings and it is therefore important that the building be designed with special care and fully respond to the sense of the place and future character of the area in which it is located.

(b) Modified Development Controls:

Development on land identified as a Landmark Site shall comply with the development controls specified in Clause 7 of this Structure Plan with the exception of the height and site intensity controls, for which the following rules shall be substituted:

i) Height

Maximum Height: 15 m (measured using rolling height method)

The special height limits set out in Clause 5C.7.6 VIEWS shall apply where relevant.

ii) Site intensity control

- Basic Floor Area Ratio = 3:1
The site area multiplied by basic floor area ratio equals permitted gross floor area.
- Bonus Floor Area Ratio:
The amount of bonus floor area that can be achieved is determined by multiplying the area of the bonus element provided by the specified bonus floor ratio in Table 2:

Table 2

Bonus Element	Bonus Floor Area Ratio
Residential Units	1:1
Through site links*	3:1
Combined vehicle and pedestrian accessways*	1:1
Service lane improvements*	1:1
Public Plaza*	2:1
Cycle Facilities	1:1

* in those locations specified on the Structure Plan

- Maximum Floor Area
Except that:
Permitted Gross Floor Area plus Bonus Floor Area may not exceed a maximum total floor area ratio of 5:1

Explanation

Certain sites are located on the Structure Plan as Landmark Sites. In return for higher design emphasis requirements, these sites will be eligible for additional Floor Area Ratio and height, but only within the limits of any other amenity controls designed to protect residential zoned or open space zoned land.

6.4.3 Comprehensive Development Areas

Sites located with these areas identified on the Structure Plan may apply for a restricted discretionary activity resource consent, to undertake a comprehensive redevelopment, where the total contiguous area of the sites subject to the application exceeds 2500m². If this consent is granted, the provisions of 6.4.3 (a) will be applied to the development of that site, and the provisions of 6.4.3 (b) will be applied in substitution for the height, site intensity control and bonus provisions of the Business 2 zone. In all other respects development on land identified as within a Comprehensive Development Area shall comply with the development controls specified in Clause 7 of this Structure Plan.

(a) Reconfiguration of Sites

Once a development plan has all necessary resource consents from Council, including a consent under clause 6.4.1 of this Structure Plan, the site or sites may be resubdivided, including subdivision into smaller parcels, in accordance with **PART 11 SUBDIVISION** of the District Plan, provided the subdivision allows the comprehensive development proposal to be put into effect in accordance with the conditions of the consent. This may be carried out as a combined subdivision and resource consent application.

(b) Modified Development Controls

i) Height

Maximum Height: 15 m (measured using rolling height method)

The Special Height Limits set out in Clause 5C.7.6 VIEWS shall apply where relevant.

ii) Site intensity control

- Basic Floor Area Ratio = 3:1
The site area multiplied by basic floor area ratio equals permitted gross floor area.
- Bonus Floor Area Ratio:
The amount of bonus floor area that can be achieved is determined by multiplying



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the area of the bonus element provided by the specified bonus floor ratio in Table 3:

Table 3

Bonus Element	Bonus Floor Area Ratio
Residential Units	1:1
Through site links*	3:1
Combined vehicle and pedestrian accessways*	1:1
Service lane improvements*	1:1
Public Plaza*	2:1
Cycle Facilities	1:1

* in those locations specified on the Structure Plan

- Maximum Floor Area
Except that:
Permitted Gross Floor Area plus Bonus Floor Area may not exceed a maximum total floor area ratio of 5:1
- iii) Bonus floor area will only be offered for the following bonus features:
- Through site links
 - Combined vehicle and pedestrian access ways specified in the Structure Plan
 - Service lane improvements specified in the Structure Plan
 - A public plaza of not less than 400 m² and able to contain a rectangle of 20 metres by 20 metres located within the area indicated on the Structure Plan
 - Cycle ways and facilities to support cycling
- iv) The bonus feature shall be kept open to the public during the hours of business and shall be subject to a legal agreement registered on the title or otherwise secured to the satisfaction of Council.
- v) In considering an application for bonus floor areas, the Council will take into account the criteria in Clause 8.7.7.2 (2) subject to the following additional criteria:
- The infrastructure criteria in 8.7.7.2 (1) (h) must be sufficient for the total development including the addition of the bonus floor area.

- Through site links and combined vehicle and pedestrian accessways specified in the Structure Plan shall meet the following requirements:
 - The efficient movement of people around the centre shall be facilitated by providing for enhanced pedestrian connections between specified points, which will usually be associated with vehicle access ways or service lanes for enhanced safety.
 - Where a combined pedestrian and vehicle access way or through site link is indicated in a Comprehensive Development Area a pedestrian route shall be provided, either through a building, or alongside a publicly accessible vehicle accessway in the case of a combined access way.
 - Informational signage shall provide a clear identification of the hours of operation, and indicate where the access/exit points are located.
 - The through site link or accessway shall be located so as to provide a reasonably direct route from one end point to the other as indicated on the Structure Plan.
 - The through site link or pedestrian and vehicle accessway shall have adequate width in accordance with that recorded in the legal agreement between the owner and Council, appropriate to its function and location.
 - Any footpaths shall have all weather surfaces and should not detract from the amenity of an area.
 - The requirements of the NZS 4121:1985 Code of Practice for design for access and use of disabled buildings and facilities by disabled persons shall be met.
 - Through site links, and combined pedestrian and vehicle access ways shall be well lit throughout their length, provide clear sightlines from beginning to end, avoid opportunities for entrapment and where possible provide an alternative exit point.
- Where a development provides a through site link that meets the above criteria, then there will be an automatic reduction in the required car parking for the development of 10 parking spaces (as provided for in clause 7.5 of the Structure Plan).



- Plaza:
Any plaza shall be of an area not less than 400m² and be able to contain a rectangle of 20 metres by 20 metres. It shall be located in the area indicated on the Structure Plan and meet the following requirements:
 - Any plaza shall be clearly visible from a road or public place, be overlooked by such activities as retail shops, cafes, offices or residential accommodation and incorporate elements such as seating, landscaping, paving, lighting and signage which identifies it as a public or semi public place as the case may be.
 - The requirements of NS4121:1985 Code of Practice for design for access and use of buildings and facilities by disabled persons shall be met.
- Service lane improvements specified in the Structure Plan:
Service lanes have been created in the past to facilitate the rear servicing of commercial premises and to reduce the disruption of traffic flows and access to street parking. Some of these lanes require improvement in order to enable through movements, especially for large delivery vehicles that cannot turn within the narrow lanes. To qualify for a service lane improvement bonus floor area, the development shall provide for the improvement of any service lanes on the affected site as identified on Diagram 1 of the Structure Plan as follows:
 - The extension of Korma Lane through to Basin View Lane. Integration of this service lane with a combined vehicle and pedestrian link to the western section of Korma Lane as indicated on the Structure Plan may be permitted if it facilitates site development and traffic safety considerations of the site development. A line at right angles to the beginning of the lane indicates the vicinity within which a crossing point could be considered.
 - The extension of the service lane from Pilkington Road through to Jellicoe Road. The exact route and exit point of this service lane to Jellicoe Road will be determined in consultation with the land owner to meet site development and traffic safety considerations, with the combined use of the existing car-park vehicle crossing being favoured as

a way of minimising the number of new vehicle crossing points. A line at right angles to the beginning of the lane indicates the vicinity within which a crossing point could be considered.

- Cycle facilities should be clearly identified and easily accessed from public road(s).

Explanation

The purpose of this control is to encourage the comprehensive development of these sites in a way that contributes to the achievement of benefits for the centre as a whole, in return for certain advantages for the site development itself. These benefits include achieving the desired future character that will support the growth of the centre as the mixed use heart of a liveable community, a finer grained more accessible and flexible structure of routes, more robust and attractive design, enhanced safety and pedestrian amenity.

In recognition that the local subdivision pattern in this vicinity has resulted in many small or poorly shaped sites, the provisions include specific criteria for Floor Area Ratio and height, aimed at encouraging site amalgamation to promote better urban design and amenity, shared access, and provision of residential activities within the town centre.

Council owns land including public parking areas within each of the comprehensive development areas and is willing to consider the possibilities these represent for site reconfiguration or joint development with the aim of securing a better standard of design, and having demonstrable public benefits beyond the site. This is not to be construed as a commitment to engage in any particular joint venture or exchange of property, nor is it an indication that Council will necessarily take any development role on itself. Rather it signals the willingness to enter discussion with developers who demonstrate an interest in comprehensive development that will support the intent of the Structure Plan.

The pedestrian links, cycleways and lanes indicated on the Structure Plan should be provided for as and when the sites are redeveloped. They will facilitate access to a wider range of amenities and services and improve movement around the centre. They also provide a finer grained access network, enabling perimeter development enclosing private spaces and the opportunity for a different scale and type of activity from that on the main street system.

While it would be desirable for all sites within a comprehensive development area to be developed together, this may not always be practicable. Therefore, a minimum site area of 2500m² is required for sites within the Comprehensive Development Areas to be eligible for the additional height and floor area allowed.



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In return for higher design emphasis requirements, these sites will be eligible for additional Floor Area Ratio and height, but only within the limits of any other amenity controls designed to protect residential zoned or open space zoned land.

6.4.4 Reduction in On-site Parking Provision:

Where the proposed activity fails to comply with required parking standards, it shall be a restricted discretionary activity or a discretionary activity as specified in Part 12 section 12.9.1 of the District Plan, and shall be assessed against the following criteria:

- (a) The extent to which the required parking can be physically accommodated on the site in terms of the existing location of buildings and availability of access to the road.
- (b) In a development with new buildings or additions, whether providing the required parking would compromise the ability of the new building or addition to meet the design criteria in 6.4.1.
- (c) The extent to which it can be demonstrated that the total parking demand generated by the proposed activity is less than the number of spaces required eg. due to specific business practice, operating method, type of customer.
- (d) The extent to which hours of operation relative to other uses on the site or on adjoining sites provide opportunities for shared car parking. In such a situation the Council will require a legal agreement between the applicant and owner of the site to be included as part of the consent process confirming such an arrangement.
- (e) The extent to which the site is located within 400 metres of a major public transport route.
- (f) The extent to which the reduction in on-site parking will affect other developments on the site.
- (g) The extent to which appropriate off-street parking is available in the locality which:
 - i) is located within a reasonable walking distance considering the nature of the activity (generally being within 200 metres of the proposed activity),
 - ii) will not encourage pedestrians following a direct route between the parking and the site to cross arterial or collector roads other than at designated crossings,
 - iii) is clearly associated with the proposed activity through signage or other means,
 - iv) has a legal agreement binding the alternative parking to the proposed activity.

Explanation

In general the Council requires all new developments and new activities in existing buildings to provide adequate on-site parking. However, in Panmure town centre the Council recognises that the small site sizes limit the amount of on-site parking that can feasibly be provided, if a site is redeveloped or a new activity locates in an existing building with no parking. Council also recognises that parking can detract from the streetscape by dominating frontages with vehicle orientated activities.

Parking may be provided for off site where it is located in an appropriate manner and is legally secured to the activity to which it relates. The Council is also seeking to address the inefficient use of parking within the Panmure town centre, by allowing reductions in parking spaces where less than the standard parking requirement is needed by the particular use.

6.5 Discretionary Activities

Within the Structure Plan, the following activities shall be discretionary activities:

6.5.1 Service Stations

An application for a service station within the Structure Plan area shall be assessed against the relevant criteria in Clause 8.7.3 of the District Plan as a discretionary activity, and the following:

- (a) Any new building or addition to an existing building will also be assessed against criteria (a) and (c) in 6.4.1 of this Structure Plan.

Explanation

Service stations provide an important service to the community. However, depending on their location and scale, they may have adverse effects on traffic generation, noise and visual amenity. They may also have a disruptive effect on retail frontages, pedestrian amenity and safety, and the continuity of key pedestrian routes, as well as the desired future character of the Structure Plan area. The extent and nature of these effects is often site specific and thus it is difficult to predetermine both development controls and the means by which any effect may be avoided reduced or mitigated. In a similar manner to controls in the mixed use zone, the activity is discretionary in the Structure Plan on Business 2 zoned sites, so that its potential effects can be assessed while taking into account the specific location of the proposal and the amenity of the zone.

6.5.2 Motor Vehicle Sales and Service Premises

An application for motor vehicle sales and service premises is a discretionary activity in the Structure Plan area and shall be assessed against the relevant criteria in Clause 8.7.3, and the following:



- (a) Additional particular matters (a, b, j, l, n, and o) identified in Table 8.7.3.2.
- (b) Any new building or addition to an existing building will also be assessed against criteria (a)(c) and (d) in 6.4.1 of this Structure Plan.

Explanation

The provisions of 8.7.3 apply to mitigate the effects of the activity on zone amenities, but the Structure Plan provisions are more stringent in order to consider the impacts of these vehicle oriented services on the Structure Plan area, which is more oriented towards creating a walkable "retail with mixed use" environment.

7. RULES: MODIFIED DEVELOPMENT CONTROLS FOR ALL SITES ZONED BUSINESS 2 IN THE STRUCTURE PLAN

NB. Further height and site intensity controls apply to Landmark Sites (clause 6.4.2) and may apply to sites in Comprehensive Development Areas (clause 6.4.3) where the resource consent application meets the criteria set out in that clause.

7.1 Site Intensity Control

7.1.1 Basic Floor Area Ratio

The site area multiplied by basic floor area ratio equals permitted gross floor area.

Basic floor area ratio within the Structure Plan in Business 2 = 2:1

7.1.2 Bonus Floor Area Ratio

The bonus floor area that can be achieved is determined by the specified bonus floor area ratio in Table 4:

Table 4

Bonus Element	Bonus Floor Area Ratio
Residential Units	1:1
Through site links*	3:1
Combined vehicle and pedestrian accessways*	1:1
Service lane improvements*	1:1
Public Plaza*	2:1
Cycle Ways	1:1
Landscaped area	1:1
Cycle facilities	1:1
Floor to ceiling heights of 4m or more at street level only	0.5:1

* in those locations specified on the Structure Plan

The additional requirements under Clause 6.4.3(b)iv) and v) shall also apply.

Floor area shall be counted only once per bonus element.

7.1.3 Maximum Floor Area

Permitted Gross Floor Area including all bonus floor area may not exceed the following maximum total floor area ratio: 4:1

7.2 Maximum Height

The maximum height within the Business 2 zoned areas of the Structure Plan shall be 12.5 metres as required under Clause 8.8.1.1 of the Plan, unless:

- (a) Applied to Landmark sites and Comprehensive Development Areas under 6.4.2(b)i) and 6.4.3(b)i) of the Structure Plan; or
- (b) Applied to sites with a gross area of 1500m² or more in which case the maximum height will be 14 metres, with a maximum of 4 storeys (floors) (measured using the rolling height method).

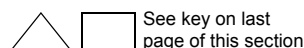
The Special Height Limits set out in Clause 5C7.6 VIEWS shall apply where relevant, and the additional requirements under Clause 6.4.5 Daylight Control shall also apply.

7.3 Frontage Control

The requirement for compliance with Rule 8.8.1.3 B RETAIL FRONTAGE in the District Plan shall apply to those sites identified as subject to retail frontage controls on the District Plan Planning Maps, with the following additional requirements:

7.3.1 Retail frontage control

- (a) Activities with no retail component shall not be permitted at street level (except for entrances or access to such activities) unless retail fronts the street and the activity is located behind it. Note that restaurants, cafes, eating places, banks, real estate businesses and similar business service activities are defined as retail for the purpose of this rule.
- (b) Residential units shall be restricted to above ground level (i.e. street level) unless retail or commercial activity fronts the street and the residential units are located behind it.
- (c) Motor vehicle sales and service premises shall not be permitted on a site located on a retail frontage.
- (d) Display windows shall not be obscured or covered at any time by a non-transparent type of screen such as solid roller doors or barriers, provided that security screens or barriers may be erected at least 1 metre back from the frontage. The area



APPENDIX B (PLANNING MAPS)

immediately behind the display windows shall allow the external viewer to understand the nature of the business and shall maintain the amenity of the streetscape.

- (e) Doorways shall be designed so that the door itself is clearly visible from the footpath at a distance of 10 metres on at least one side.

7.3.2 Active frontage control

Where a site is shown as 'active frontage' on the Structure Plan the retail frontage controls in 7.3.1 above shall apply, except that compliance with 7.3.1 (a) shall not be required.

7.3.3 Streetscape improvement (build to boundary and fences)

- (a) In areas not subject to 7.3.1, any new building within the Business 2 zone shall be required to be constructed to the front boundary, any adjoining public plaza and to side boundaries at the street frontage.
- (b) Any front facing garage entrance shall be set back at least 5 metres from the front boundary.
- (c) Where it is not practicable to build right across the full front boundary of the site, the frontage shall be landscaped to a depth of not less than 1.2 metres along the front boundary except where vehicle or pedestrian access ways are provided.
- (d) Any fencing along the road frontage shall not exceed 1.2 metres in height if solid or shall not exceed 2.0 metres in height if more than 50% transparent.
- (e) The requirement to build to the boundary does not apply to access ways and service lanes. In such situations, any building shall be sited no more than 3 metres from the frontage (garage entrances 5 metres) and the site shall be landscaped to a minimum depth of 1.2 metres along the front boundary except where vehicle or pedestrian access ways are provided.
- (f) Any landscaped area shall:
- i) use species that will survive because they are suited to the growing conditions,
 - ii) enable informal surveillance to occur and avoid the creation of entrapment opportunities.

7.4 Vehicle Crossing Restrictions

Where the retail frontage or active frontage control applies, and vehicular access to a site for parking and loading is otherwise available by way of:

- rear service lanes,

- right of ways,
- from side roads not subject to this restriction,

then, except for a combined pedestrian and vehicle accessway specified on Diagram 2, no new vehicle access shall be allowed across the retail or active frontage.

7.5 Special Parking Standards

Council will apply the provisions of [PART 12 TRANSPORTATION](#) to all activities in the Structure Plan area with the exception that the following standards for retail premises, residential units and through site links shall apply in the place of the parking standards indicated in Clause 12.8.1.1:

Table 5

Activity	Parking Spaces Required
<u>Retail premises</u>	One for every 20m ² of gross floor area (gfa), plus one for every 20m ² of outdoor retail, one for every 40m ² of gfa specifically set aside and used exclusively for staff amenity activities (including staff cafeterias, staff rooms, staff recreation and ablation uses) and one for every 40m ² of office and storage space ancillary to the primary retail activity of the building.
<u>Residential units:</u>	
Studio/One bedroom <75m ² gfa	1 space per residential unit.
Units of 75m ² or more, OR with two or more bedrooms	Maximum 2 spaces per residential unit, minimum 1 space per residential unit.
Visitor Spaces	1 space for every 5 residential units (to the nearest whole number).
Service Delivery Spaces	1 space for every 10 residential units (to the nearest whole number).
<u>Through site links indicated on Diagram 2</u>	One reduction of up to 10 required parking spaces, subject to the link meeting the requirements set out in Clause 6.4.3 (b) of the Structure Plan for through site links.

Explanation

Site Intensity Control

The purpose of the site intensity controls is to encourage development to incorporate elements of public good,



through the inclusion of bonus floor areas. It is envisaged that this will have a positive impact on the amenity, character and vitality of the Panmure town centre. The maximum floor area ratio of 4:1 will ensure that there is a distinctive difference between the bonus elements provided for, for sites which seek to develop in accordance with CDA and landmark site requirements and those that do not.

Maximum Height

The purpose of the maximum height control is to provide for an appropriate range of heights within the town centre. This means a maximum height of 15 metres within sites which seek to develop in accordance with CDA and landmark site requirements, 14 metres and 4 storeys within sites of 1500m² or more in area and 12.5 metres in height for sites which don't comply with either of the above requirements.

Daylight and view controls within other parts of the Structure Plan and Plan further control the height of buildings within the town centre.

Frontage controls

The purpose of the frontage control is to maintain a consolidated retail appearance at street level in the key retail area, while encouraging an interesting diversity of visible activities on the active frontage areas. Continuous retail and active frontages contribute to the coherence and the visual amenity of the centre, at the same time encouraging pedestrians to continue walking by maintaining interest and curiosity. This should increase or maintain pedestrian activity overall, which will support greater economic activity and safety.

Safety and amenity can be compromised when doorways in commercial areas can serve as hiding places after-hours. The doorway control should help prevent new amenity and safety risks while allowing the characteristic angled doorway entry styling in some parts of Queen's Road to be reproduced.

Streetscape Improvement

An attractive frontage to all streets is essential to creating a pleasant urban environment. The Business 2 zoned area of the Structure Plan needs to produce a more consistently urban form than in the past where yard activities were interspersed with buildings on the frontage. This will distinguish it from the more open and chaotic frontages of general industrial and commercial areas. The build to boundary rule will produce a more coherent urban edge, which spatially defines and contains the streets and public spaces, increasing their impact and sense of enclosure. It should also promote perimeter development of sites and the location of parking areas behind the uses to which they relate, which is an established principle of good urban design.

Where open frontages are unavoidable, landscaping should be used to define the boundary in a manner that is generous, practical, and attractive, avoids entrapment potential and permits surveillance. Where fences cannot be avoided, they should provide for safety by means of transparency to promote surveillance.

Garage and roller doors impact on a frontage by either presenting a blank face when closed or (in the case of private garaging) confusing the boundary between the public and private realm when open. They should be set back and behind buildings so this impact is reduced. The pedestrian environment is then emphasised over the vehicular environment as well as being made safer by providing for visibility.

Vehicle Crossing Improvements

Because of the potential for vehicle crossings to interfere with the movement of pedestrians along the main retail frontage of the centre, vehicle crossings are not encouraged where access is available via another means.

Special Parking Standards

A comparative study of parking standards has indicated that the normally applied parking standards for retail and residential are inappropriate for this centre and can be reduced without significant impact on amenity or environment. The reduction recognises that smaller one bedroom/studio residential units have the potential to generate demand for less than two car parks. It also provides a more appropriate parking requirement for retail premises.

Through site links make a valuable contribution to walking and in some cases cycling and so reduce the need for vehicle movements and parking generally. They will assist with the formal protection of key pedestrian routes that create links between key attractions and facilities, including the core retail area, the civic precinct, the supermarket, the recreation precinct, public transport and off-street parking areas, and will make access to them shorter and more direct. The relaxation of parking standards for affected sites is in recognition of the overall contribution they make to walkability in the centre and the setting aside of internal floorspace or external site area to facilitate this movement. It also recognises that the under-utilisation of off-street carparks is partly due to inconvenient access. Council will consider realignment of these routes or the provision of alternative access, provided the destination points indicated by stars at each end are connected by a reasonably direct, safe and sheltered alternative route and it can be satisfied that the route will be practical and achieve the desired effect. It may be possible to achieve the links through a covered pedestrian way, mall, arcade or similar means that integrates well with the activities on the site.



F15-31 COUNCIL CARPARK, PLEASANT VIEW ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F15-32 COUNCIL CARPARK, BASIN VIEW LANE

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.

F15-34 TAMAKI PRIMARY AND INTERMEDIATE SCHOOLS AND SOMERVILLE SPECIAL SCHOOL, TRIPOLI 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:

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

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

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

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

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

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

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



F15-35 COUNCIL CARPARK, QUEENS ROAD AND KINGS ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F15-36 COUNCIL CARPARK, PILKINGTON ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F15-37 PANMURE BRIDGE PRIMARY SCHOOL, KINGS 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:

- (a) indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600 mm;
- (b) 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:

- (a) indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- (b) 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.

F15-40 BUILDING LINE FOR ROAD WIDENING, QUEENS 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.



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2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.
3. Council, when designing the works will have regard to any scheduled or protected item directly affected by the works.

F15-41 PROPOSED SERVICE LANE, END OF TRIPOLI ROAD SERVICE LANE

Development to be in accordance with -

1. Activities shall be in accordance with the development controls for the Business Activity zones within which they are located.
2. For those proposed service lanes abutting residential properties and open spaces areas, adequate fencing and screening be implemented to reduce any adverse effects.
3. Adequate vegetation and the use of devices such as speed humps be implemented along those service lanes that provide through routes between road, to reduce vehicle speed and prevent inappropriate use of the lane.
4. The term for implementation of the designation shall be within 12 years from the inclusion of the designation in the District Plan.
5. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F15-42 PROPOSED SERVICE LANE, END OF GIFFORD LANE

Development to be in accordance with -

1. Activities shall be in accordance with the development controls for the Business Activity zones within which they are located.
2. For those proposed service lanes abutting residential properties and open spaces areas, adequate fencing and screening be implemented to reduce any adverse effects.
3. Adequate vegetation and the use of devices such as speed humps be implemented along those service lanes that provide through routes between road, to reduce vehicle speed and prevent inappropriate use of the lane.

4. The term for implementation of the designation shall be within 12 years from the inclusion of the designation in the District Plan.
5. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F15-43 COMMUNITY CENTRE, DUNKIRK ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

F15-53 TELECOMMUNICATION AND RADIOCOMMUNICATION AND ANCILLARY PURPOSES

Masts and Antennas

1. The height of any new equipment shall not exceed the Volcanic Cone Height Restrictions Map and limit of 9 m above ground level (excluding any lightning rod) as contained in the Auckland City Council District Plan - Isthmus Section.
2. Any new masts and associated antennas shall comply with the relevant height in relation to boundary controls from adjoining residential zone boundaries and the road boundary as included in the Auckland City Council District Plan - Isthmus Section as at 1 January 2009. Any new mast and associated antennas shall not exceed a diameter of 1 m for those parts of the equipment exceeding 8 m in height above ground level.
3. Antennas mounted on the roof of buildings shall not extend more than 3 m above the maximum height of the roof provided they comply with Condition 1. and



shall comply with the relevant height in relation to boundary controls from adjoining residential zone boundaries and the road boundary as included in the Auckland City Council District Plan - Isthmus Section as at 1 January 2009 where antennas are mounted above the roofline (will not apply to antennas mounted against the building fascia and not extending above the roofline).

4. All antennas and support structures shall be painted or supplied in a recessive colour or supplied in a material that will weather to a dull finish (e.g. galvanised steel brackets and antenna components).
5. The total number of masts for use by the Requiring Authority shall not exceed 1 (one).
6. The total number of antennas on the site for use by the requiring authority shall not exceed 12 (twelve).

Buildings

7. Any building, excluding masts, exhaust flues, antennas and air conditioning equipment shall be contained within the following building envelope:
 - a) Height - 8 m
 - b) Front yard - 2.5 m
 - c) Height in relation to boundary - shall comply with the relevant height in relation to boundary controls from adjoining residential zone boundaries and the road boundary as included in the Auckland City Council District Plan - Isthmus Section as at 1 January 2009.
 - d) Maximum building coverage: 40%. This condition shall exclude above ground diesel tanks and air conditioning plant including any associated fencing or screen enclosures.

Except the above shall not restrict the maintenance, upgrading and replacement of any existing building where it already infringes this condition provided there is no additional exceedence of the standards within this condition.

For the avoidance of doubt, building height may be measured by either a rolling height method, or average height of the periphery of the building, whichever is the greater.

Outline Plans

8. That an Outline Plan of Works shall not be required for:
 - a) any internal building works (excluding equipment generating external noise);
 - b) replacement of equipment where the new equipment is of a similar size in height, breadth

and depth and subject to compliance with noise conditions set out below

- c) the replacement of any antennas with antennas of similar size provided that there is no increase in the overall height of the facility;
- d) general site maintenance and repair work, or boundary fencing otherwise permitted by the Auckland City Council District Plan - Isthmus Section.

Noise

9. Any new noise generating equipment (excluding any electricity alternator required for emergency back-up power generation) shall not exceed the following noise limits
 - a) At the boundary of any adjacent business zoned property:
 - 7am - 10pm on any day:
Leq 55 dB(A)
 - 10pm - 7am on any day:
Leq 45 dB(A)
 - b) At the boundary of any adjacent residentially zoned property:
 - 7am - 10pm on any day:
Leq 50 dB(A)
 - 10pm - 7am on any day:
Leq 40 dB(A)
10. Any new noise generating equipment (excluding any electricity alternator required for emergency backup power generation) shall cumulatively in combination with any other noise generating equipment on the site not result in any increase in existing noise levels received at any other property boundary where the noise levels in Condition 9 are exceeded. A noise assessment shall be submitted as part of any outline plan to confirm the existing noise levels and predicted new noise levels to confirm compliance with this condition.
11. For any changes or additions to the electricity alternators on the site, where the noise from all electricity alternators exceeds the noise limits in Condition 9 an outline plan shall be required which demonstrates how the equipment and any mitigation is the best practicable option (BPO) to ensure that noise levels do not exceed a reasonable level and do not exceed existing noise levels.
12. The testing and routine maintenance of Electricity Alternators on site shall be restricted to the hours between 7am-10pm Monday to Sunday, with no



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testing or routine maintenance permitted outside these hours.

13. The requiring authority shall adopt the best practicable option to ensure emission of noise from its designated site does not exceed a reasonable level.

Radiofrequency Fields

14. Any equipment transmitting radiofrequency energy shall comply with the exposure levels stated in current New Zealand Standard NZS2772.1:1999 as required by the National Environmental Standards for Telecommunications Facilities at any place where the public has reasonable access.

Contaminated Site

15. Should an Outline Plan of Works involve earthworks and/or excavation, the requiring authority shall undertake an Environmental Site Assessment (ESA) to be submitted with the outline plan of works. The ESA shall be comprised of a desktop study, a walkover of the proposed development area to identify potential contamination and soil sampling within the proposed development area. The results of the ESA shall demonstrate the level of contamination within the area of works and propose mitigation in the event that the contamination is above the regulatory guideline values for the protection of human health in the relevant zone.

Notwithstanding the above, in the case of:

- a) Removing any existing underground fuel tank, the ESA can be conducted following the removal of the tank and any material around the tank pit.
- b) Very minor earthworks/excavations, the Council (Resource Consents Team Manager) may at their discretion waive the need to undertake an ESA and soil sampling.

If evidence of contamination which has not been previously identified is discovered during works, the Requiring Authority shall immediately cease works and notify the *Team Leader: Compliance and Monitoring*, and provide a detailed site contamination report and action plan to the satisfaction of the Team Leader, Compliance and Monitoring.

The Requiring Authority shall ensure the excavated materials that require offsite disposal are disposed of in an appropriate landfill and provide evidence of the disposal to the *Team Leader: Compliance Monitoring*.

Operational Planning

16. A Communication Plan shall be prepared for the site and shall include:

- a) A procedure to ensure that all contractors and staff working at the site are aware of designation conditions.
- b) Instructions to all those entering the buildings regarding actions required to respect residential neighbours; parking, talking outside, music, avoiding doors banging etc
- c) A procedure to advise immediate neighbours of any proposed capital works that will generate external noise or require any external work outside normal working hours of 7am-6pm Monday to Friday (incl).

17. The hours of operation for routine external maintenance and upgrade works (excluding emergency and urgent works or internal works within the exchange building) shall be between the hours of 7am-10pm Monday to Sunday.

For the avoidance of doubt, this condition shall not prevent the delivery and installation of large equipment items outside of these hours where transport of such items is subject to restrictions on time of travel on public roads or road closure or traffic management is required.

Lapse Date

18. 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:

Hazardous Substances

1. Any new development, maintenance, upgrading or replacement works shall comply with the necessary requirements of the Hazardous Substances and New Organisms Act 1996.

Archaeology

2. It is possible that archaeological sites may be affected by earthworks at the site. Evidence of archaeological sites may include burnt and Are cracked stones, charcoal, rubbish heaps including shell, bone and/or glass and crockery, ditches, banks, pits, old building foundations, artefacts of Maori and European origin or human burials. Archaeological evidence, whether recorded or not, is protected by the Historic Places Act 1993 and an authority is required from the New Zealand Historic Places Trust (NZHPT) to modify, damage or destroy an archaeological site. The applicant is advised to contact the NZHPT if the presence of an archaeological site is known or suspected. Work affecting archaeological sites is subject to a consent process under the Historic Places



Act 1993. The Historic Places Act 1993 contains penalties for unauthorised site damage.

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.

