Chapter 5 — Schedule 5A Conditions

SCHEDULE 5A1.1: CONDITIONS ON SCHOOL DESIGNATIONS (DESIGNATION NOS. 1 TO 102)

1. Rule 5.12.4.1 shall apply.

2. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted that the noise level (L_{10}) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below.

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10}) dBA
Mon – Sat, 7.00am – 6.00pm (0700 – 1800)	45
Mon – Sat, 6.00pm – 10.00pm (1800 – 2200) Sunday and public holidays, 7.00am – 10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65dBA

   (b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800)

DAY/TIME	NOISE LEVEL (L_{10}) dBA
Mon – Sat, 7.00am – 6.00pm (0700 – 1800)	50
Mon – Sat, 6.00pm – 10.00pm (1800 – 2200) Sunday and public holidays, 7.00am – 10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 “Measurement of Sound” and NZS 6802:1991 “Assessment of Environmental Sound”.

3. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating the above performance standards will be met.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics — Construction Noise.
   [AM14]

5. No building shall be located closer than 6 metres from any boundary, without the consent of the affected adjacent neighbour.

6. All buildings shall comply with the height in relation to boundary controls for the underlying zone of the school.

7. Any building closer than 20 metres from any boundary shall not exceed 8 metres in height.

8. Any new developments or redevelopments authorised by the designations are to be subject to the outline plan requirements in section 176A of the Resource Management Act 1991 and the development and performance standards for parking, access and vehicle circulation set out in Schedule 5A 1.1 — Section B

SECTION B PARKING, ACCESS AND VEHICLE CIRCULATION: CONDITIONS AND PERFORMANCE STANDARDS ATTACHING TO THE MINISTER OF EDUCATION'S SCHOOL DESIGNATIONS

1.0 General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall have restricted discretionary activity status. When making its decision regarding any such application for restricted discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition. [NB: The ability for the Minister of Education to seek such a restricted discretionary activity resource consent is without prejudice to the Minister's right to seek an amendment to the designation in terms of section 181 of the Resource Management Act.]

2.0 Access to the Primary Road Network

2.1 This clause applies to the school designations which have frontage to the Primary Road Network. The designation numbers for the schools to which the clause applies are:
3, 9, 10, 12, 14, 15, 20, 22, 23, 32, 33, 34, 44, 45, 46, 49, 53, 54, 55, 56, 60, 64, 66, 69, 71, 73, 80, 83, 85, 87, 277.

2.2 Without limiting the requirements of section 176A of the Resource Management Act 1991, the Minister shall provide an Outline Plan of Works for any development or redevelopment which includes any of the following elements:

(a) creation of a new access onto the Primary Road Network; or

(b) modification of an existing access onto the Primary Road Network; or

(c) creation of additional parking areas linked with an access onto the Primary Road Network; or

(d) modification of parking areas linked with an access onto the Primary Road Network.

2.3 When assessing the Outline Plan of Works, the Council will have regard to the Assessment Criteria contained within Rule 8.12.2.3 of the District Plan.

3.0 Performance Standards – Design of access to road network

3.1 Vehicle Crossing Design

(a) Any new vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Any new vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one way	3.0 meters	6.0 metres
two way	3.0 metres	9.0 metres

3.2 Gradients

The grade of any new vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

3.3 Prohibited Areas

No new vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

3.4 Separation of Driveways

The following minimum separation distances shall apply to any new vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the school's side of the property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

3.5 Swept Paths

All new vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline.

3.6 Separate Entry and Exists

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

3.7 Impact on Street Furniture, Street Trees and Traffic Signs

No new vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

3.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for restricted discretionary resource consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council restricts the exercise of its discretion to matters specified in Rule 8.11.8.1 and will have regard to assessment criteria in Rule 8.11.8.3 of the Manukau District plan.

4.0 Performance Standards – Parking and Vehicle Circulation

4.1 Provision of Parking

4.1.1 Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause the number of parking spaces to be provided in relation to the use of any new building on the site within the description of the designation shall be calculated on the basis of 2 carparking spaces per new classroom. There shall be a suitable drop-off area (which may be an existing drop-off area) to serve the new classrooms.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the Manukau District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any new building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

4.1.2 Diminution of Land Available

The total parking area that is made available in respect of a new or redeveloped building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by the other activity, but a private garage may be erected.

4.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

4.1.4 Assessment Criteria

When assessing any application for restricted discretionary resource consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council shall restrict the exercise of its discretion to matters specified in Rule 8.24.2.1 and will have regard to the Assessment Criteria contained within Rule 8.24.2.3 of the Manukau District Plan.

4.2 Provision of Loading space

4.2.1 Any activity within the designation which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

4.3 Design of Parking and Circulation Areas

All new parking provision shall conform with the requirements of this condition.

4.3.1 Vehicle Dimensions

Each new parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.3.2 Reverse Manoeuvring

All new parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.3.3 Design and Constructional Details

All new public and private parking areas shall comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The new parking areas shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the new parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate new access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 metres for any other angled or parallel parking space) or to exit any parking aisle in the event that the parking spaces within the aisle are occupied.

4.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the new parking requirement in respect of new or redeveloped buildings on the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Minister may with the agreement of Council instead of providing the required number of carparks make payment to the Council of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively the Minister may, with the agreement of Council make payment of a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

[NB: Any payment made under subsection (a) of this rule shall contribute to satisfying the parking provision in respect of the new or redeveloped buildings on the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure.

When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites (including the Minister of Education in respect of schools) for which cash in lieu of parking has been accepted.]

5.0 Traffic Management Works

Any Outline Plan of Works (or any application for Restricted Discretionary Activity Resource Consent referred to above) submitted by the requiring authority for any development or redevelopment of the designated site shall be assessed having regard to the potential transportation related effects of the development.

The requiring authority may be required to meet the reasonable costs of all new access and traffic management works (including any additional land required to accommodate these works) associated with a new activity on the designated site to the extent that such works are required to meet safety, access, or egress or amenity considerations related to the new activity or where the works are required to mitigate the likely adverse effects from the new activity on the safety or operation of the transport network.

SCHEDULE 5A1.2: ADDITIONAL CONDITIONS ATTACHING TO FIVE SCHOOL DESIGNATIONS (DESIGNATION NOS. 12,16, 70, 80 AND 81) SHOWN BELOW

12 Chapel Downs Primary School, — refer Planning Map 40

16 Clover Park Middle School (previously Clover Park Intermediate School), — Map 27

70 Papatoetoe South Primary School, — Map 18

80 Puhinui Primary School, — Map 28

81 Redoubt North Primary School, — Map 28

1. The following acoustic and related treatment measures shall be installed in any new or relocated classrooms, libraries or halls or in any classrooms, libraries or halls that are the subject of additions or alterations:

   (a) Acoustic insulation and related ventilation and/or air conditioning systems to achieve an internal acoustic environment in each classroom, library and hall (with all external doors and windows of the classrooms, libraries and halls closed) of Ldn 40 dBA;

   (b) In the case of classrooms and libraries, air conditioning and /or mechanical ventilation systems for each classroom and library, that are:

   - designed to achieve indoor air temperatures not less than 16 degrees celsius in winter and not greater than 27 degrees celsius in summer at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991–2000); and

   - capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("the required airflow");

   - capable of enabling, (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;

   - otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air; and*

   - capable of creating no more than Leq 35 dBA in each classroom, no more than Leq 40 dBA in each library, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

   (c) in the case of halls:

   either:

   (i) a mechanical ventilation system or mechanical ventilation systems for each hall capable of:

- providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;

- enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;

- otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and

- creating no more than Leq 35 dBA in each hall, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

or:

(ii) air conditioning plus mechanical outdoor air ventilation designed to provide 8 litres per second per person of outdoor air, and internal air temperatures in each hall not greater than 27 degrees celsius at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991–2000). The mechanical system shall create no more than Leq 35 dBA in each hall, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser. These systems shall otherwise comply with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*.

2. Where Condition 1 (Schedule 5A1.2) requires the Minister to install acoustic treatment and related ventilation measures the Minister shall obtain a certificate from a suitably qualified independent person (or persons) nominated by the Minister and approved by the Council ("an approved person"), certifying that the proposed acoustic treatment and related ventilation measures are sufficient to achieve the internal acoustic environment and ventilation requirements specified in this condition, and where the Minister installs any acoustic treatment and or ventilation or air conditioning measures, the Minister shall:

(a) provide the Council with a certificate from an approved person that the installation has been properly undertaken in accordance with sound practice; and

(b) not be in breach of Condition 1 where the internal noise standards and related ventilation requirements are not met in each instance provided the relevant certificate required in sub-clause (a) of this condition (Condition 1), above, has been provided to the Council.

SCHEDULE 5A1.3: CONDITIONS ON DESIGNATION 33 - HOMAI COLLEGE FOR THE BLIND AND TE KURA KAUPAPA MAORI [AM132]

1. These conditions must be read together with the conditions of the existing designation (Schedule 5A1.1). In the event that there is any conflict between these conditions and those of the existing designation, these conditions are to prevail.

2. Development of the Maori immersion school to accommodate up to 250 students will occur within the boundaries shown on the Designation Concept Plan, dated 30 May 2013, prepared by Ignite Architects.

3. Prior to the commencement of any works, pursuant to section 176A of the Act an Outline Plan of Works, prepared in accordance with s.176A(3), for the Te Wharekura o Manurewa School works is required to be submitted to the Council for approval.

4. All proposed buildings for the Maori immersion school shall be set back at a minimum distance of 70m from Browns Road and a minimum distance of 20m from the common boundary with 159 Browns Road, as shown on the Designation Concept Plan, dated 30 May 2013, prepared by Ignite Architects, to allow for future access into the western portion of the site from the Browns Road and Rowandale Road intersection, and to protect the residential amenity of 159 Browns Road.

5. Landscaping shall be provided for Te Kura Kaupapa Maori o Manurewa School and shall include planting approved by the Council on the front boundary facing Browns Road, and any fencing along the common boundary of 159 Browns Road to mitigate any visual and privacy effects. The requiring authority is to use its best endeavours to retain the existing Magnolia and Palm trees on the TKKM site.

6. Prior to construction of the TKKM school buildings, the requiring authority is to construct a fence between 1.5m and 1.8m in height along the common boundary with 159 Browns Road. No large specimen trees are to be placed within 10m of that boundary.

7. Prior to commencement of the school's first term, a dedicated footpath is to be provided adjacent to the vehicle driveway and connect the school building with the Browns Road footpath.

Stormwater Drainage / Flooding

8. Details for stormwater disposal from any future development shall be submitted at the time application is made by the requiring authority for an Outline Plan of Works, and are to provide for adequate provision for disposal of stormwater discharges from roof, driveway and parking areas in accordance with the Council's Development and Performance Standards in Chapter 9 – *Land Modification, Development and Subdivision* of the Auckland Council District Plan (Manukau Section).

9. Any works involving alteration of the flood plain on the site shall require a flooding assessment of the impacts on adjoining properties

Wastewater and Water Supply

10. Adequate water supply reticulation systems shall be installed to provide suitable local water supply and local wastewater services to the future development for the Te Kura Kaupapa Maori o Manurewa School. In this regard, engineering plans for water supply and wastewater disposal requirements shall be prepared to Watercare Services Limited engineering standards and Auckland Council District Plan (Manukau Section) Engineering Performance Standards.

11. The existing condition of the affected wastewater pipes shall be subject to a detailed engineering report to be provided to the Council.

Advice Note:

Should the any of the Te Kura Kaupapa Maori o Manurewa school buildings be proposed to be constructed within 10m of the existing wastewater pipes, the approval of Watercare Services Limited will first be required. Engineering works to allow building within close proximity and/or over the affected lines is to be carried out to the approval of Watercare Services Ltd.

Financial Contributions

12. Financial Contributions for stormwater (as applicable) shall be paid by the requiring authority at the time of any future Outline Plan of Works stage(s) for the Te Kura Kaupapa Maori o Manurewa School.

Transport

Single Point of Access / Access Location / Signalisation

13. The access to Te Kura Kaupapa Maori o Manurewa School at 141 Browns Road (being the access for staff, students and visitors) shall be wholly from Browns Road. This shall be the only vehicle access point for this school.

14. The requiring authority is to provide the access for the Te Kura Kaupapa Maori o Manurewa School from Browns Road, to the satisfaction of the Auckland Council prior to occupation of the school.

Pick-up and Drop-off

15. No pick up or drop off activity related to the Te Kura Kaupapa o Manurewa School shall be installed or shown on Browns Road in any Outline Plan of Works applications. All Outline Plans of Work applications shall show the provision of such a pick up / drop off facility inside the school grounds. Appropriate measures restricting pick up / drop off on Browns Road shall be taken by the school in consultation with Auckland Transport prior to the commencement of the school's first term.

Cycle parking

16. The layout, design and security of bicycle facilities should comply with the minimum requirements of the *Auckland Regional Transport Authority (ARTA) Integrated Transport Assessment Guidelines & Supplementary Documents* Appendix E – Supplementary Document Four.

School Travel Plan

17. A School Travel Plan developed in consultation with Auckland Transport for the Te Kura Kaupapa Maori o Manurewa School shall be submitted to the Council for approval at least 6 months prior to the commencement of the school's first term.

Internal Roading Layout

18. To ensure that the proposed internal roundabout and the signalised intersection on Browns Road function appropriately:

- the centre of the internal roundabout shall be set back a minimum of 45m from Browns Road to provide sufficient queuing space for at least five vehicles and

- there shall be no direct vehicle access to the internal access road between the signalised intersection on Browns Road and the internal roundabout.

ADVICE NOTES

1. Designation 33 is for educational purposes. These activities include teaching, administration, sports, cultural and community facilities. Ancillary activities associated with schools such as pre-school/adult education and maintenance are also included.

2. Any noise assessment under condition 3 of Schedule 5A1:1 should take account of the use of buildings for the above educational purposes.

3. If subsurface archaeological evidence is unearthed during vegetation clearance or earthworks (e.g. intact shell midden, hangi, storage pits relating to Maori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), work should cease in the immediate vicinity of the remains and both the Auckland Council and the NZ Historic Places Trust are to be notified.

4. n the event of koiwi tangata (human remains) being uncovered, work should cease immediately in the vicinity of the remains and the NZHPT, the NZ Police and iwi representatives are to be contacted so that appropriate arrangements can be made.

5. As the locations of the 900mm and 225 mm diameter existing wastewater drains have a potential impact on the building area of the proposed ‘building zone’, an assessment of the drain will have to be undertaken prior to the trunk services being able to be built over or built within 10m of the pipe. At the time of Outline Plan of any Works stage(s) for Te Kura Kaupapa Maori o Manurewa, a specific foundation design may be required if works are within 10m of the wastewater drains. A detailed post-construction inspection report of the affected trunk sewers will be required by Watercare Services Limited after the footings and foundations are constructed, but prior to the continuation of construction.

6. Adequate provision is to be made during any earthworks construction required for the Te Kura Kaupapa Maori o Manurewa School for the protection of the existing public drains that traverse the site. Any damage to the drains that may occur during any development is to be the owner(s) responsibility.

7. Any required works associated with the intersection of Browns Road and Rowandale Avenue intersection to be implemented by Auckland Transport are subject to Auckland Transport funding constraints.

Merilly Road
180 m
20 m Setback
210 m
Outdoor Recreation Zone
Building Zone
Parking & Drop off Zone
Entry
225 m
35 m
IGNITE
PROJECT:
ISSUE:
DATE OF ISSUE: 30/05/2013
DESIGNED BY: IJW
DRAWN BY: DD
REV
DATE
TE WHAREKURA O MANUREWA
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SCHEDULE 5A1.4: CONDITIONS ON DESIGNATION 80 - ALTERATION OF DESIGNATION FOR PUHINUI SCHOOL [AM152]

1. When undertaking works approved through this alteration (Plan Modification 049), the approved plans, information and conditions on this designation should be read in conjunction with the approved plans, information and conditions in the previously granted Resource Consent 39844.

2. The redevelopment of Puhinui Primary Schools access and parking areas, including the construction of a new vehicle accessway to the school from Grayson Avenue, as detailed in the document titled "Final Plans and Information Relating to Notice of Requirement by the Minister of Education for the Alteration of the Designation for Puhinui School" dated 23 August 2012, is exempt from:

   i. Schedule 5A1.1: Section B Condition 3.4 (in relation to the separation distance between the new vehicle crossing on Grayson Avenue) and

   ii. Schedule 5A1.1: Conditions on School Designations, Condition 6, (in relation to the 2.2m high section of concrete block acoustic fence along the boundary shared with 122B Puhinui Road.

   and shall not be subject to a further outline plan or resource consent process provided that the works are undertaken in accordance with these plans and information stamped approved on 20th March 2013 and the conditions set out below.

   (a) All works shall be constructed and completed prior to the accessway from Grayson Avenue being made operational.

   (b) A Construction Noise Management Plan to the satisfaction of Auckland Council shall be submitted and approved prior to any construction activity commencing.

   (c) The height of the acoustic fence to be constructed along the boundary shared with 122B Puhinui Road shall be 2.2 metres or a lesser height as accepted by the owner of 122B Puhinui Road.

   (d) All noise barriers shall be designed and constructed by the Requiring Authority in consultation with the adjoining land owners and shall be in place prior to any construction activity commencing, with arrangements made for reasonable cost sharing in accordance with the Fencing Act 1978.

   (e) In consultation with and subject to approval of Auckland Transport the following Traffic Management Works within the road shall be undertaken and completed at the cost of the Requiring Authority in accordance with Condition 5 in schedule 5A1.1, Section B.

      (i) Install a pedestrian refuge island and pram crossings at the intersection of Grayson Avenue and Puhinui Road on Grayson Avenue leg and associated NO STOPPING AT ALL TIMES yellow line markings and tapering flush median.

      (ii) Remove 2 on-street parallel parking spaces on either side of the new access of Grayson Avenue and install NO STOPPING AT ALL TIMES (NSAAT) yellow line markings at these locations.

      (iii) All works within the legal road corridor (boundary to boundary) including vehicle crossing construction require a Corridor Access Request (CAR) approved by Auckland Transport.

SCHEDULE 5A1.5: CONDITIONS ON DESIGNATION 49 (SOUTHERN CROSS CAMPUS AND EARLY CHILDHOOD CENTRE) - ALTERATION OF DESIGNATION [AM179]

1. All conditions detailed in Schedule 5A1.1 to Chapter 5 of the Manukau Operative District Plan 2002 shall apply to early childhood centres on Designation 49 (Southern Cross Campus and Early Childhood Centre), except where expressly altered by the conditions below:

    i. With the exception of staff activity that the operation of early childhood centres (preschool) be restricted to the operating hours of 7.00am to 6.00pm, Monday to Friday, but not on Saturday, Sunday and public holidays.

    ii. That the on-site car parking for early childhood centres (preschool) shall be provided at a rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one per each full time equivalent staff member required for the license or designed capacity of the centre, plus a suitable drop off area located on site to accommodate peak parking demand.

SCHEDULE 5A1.6: CONDITIONS ON DESIGNATION 60 (TE KURA MAORI O NGA TAPUWAE) - ALTERATION OF DESIGNATION [AM180]

1. All conditions detailed in Schedule 5A1.1 to Chapter 5 of the Manukau Operative District Plan 2002 shall apply to early childhood centres on Designation 60 (Te Kura Maori o Nga Tapuwae), except where expressly altered by the conditions below:

    i. With the exception of staff activity that the operation of early childhood centres (preschool) be restricted to the operating hours of 7.00am to 6.00pm, Monday to Friday, but not on Saturday, Sunday and public holidays.

    ii. That the on-site car parking for early childhood centres (preschool) shall be provided at a rate of one car park per every 10 children the facility is licensed or designed to accommodate, plus one per each full time equivalent staff member required for the license or designed capacity of the centre, plus a suitable drop off area located on site to accommodate peak parking demand.

SCHEDULE 5A2: CONDITIONS ON TELECOM DESIGNATION Nos 103–112, 114–117

For condition 1 refer to Schedule 5A — Table, for each of Designations 103–112, 114–117.

(2). all masts, antennas, aerials and the other radiocommunication facilities shall at all times comply with NZS 2772.1 1999 and any subsequent amendments to that standard;

(3). the amount of earthworks and vegetation removal permitted shall be no more than is reasonably necessary to allow any structure to be erected or other work to be carried out.

(4). Upon receiving written request from the Council, Telecom New Zealand Limited shall provide written confirmation that the operation of any cellular installation on the designated site does not exceed the level specified by NZS 2772.1 1999 or any subsequent amendments to that standard. Provided that:

- The Council shall not make such request more than once during any consecutive calendar month period; and
- This condition shall only apply in respect of any new cellular installations erected or modifications to existing cellular installation on the designated site.

(5). The use of land or buildings within Designation Nos. 104 (Pakuranga Exchange), 106 (Ruakawakawa Exchange), 107 (Papatoetoe Exchange), 109 (Mangere Exchange) and 111 (Howick Exchange) shall be so conducted that the noise level (L_{10}) not exceed the limit set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below:

(a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10}) dBA
Mon – Sat, 7.00am – 6.00pm (0700 – 1800)	45
Mon–Sat, 7.00am–10.00pm (1800–2200) Sunday and public holidays, 7.00am–10.00pm (0700–2200)	40
At all other times	35

L_{MAX} = 65dBA

(b) Where the background level (L_{95}) 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10}) dBA
Mon–Sat, 7.00am–6.00pm (0700–1800)	50
Mon–Sat, 7.00am–10.00pm (1800–2200) Sunday and public holidays, 7.00am–10.00pm (0700–2200)	45
At all other times	40

L_{MAX} = 70dBA

(6). The use of land or buildings within Designation No. 103 (Clevedon Exchange) shall be so conducted that the noise level (L_{10}) not exceed the limit set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential or Business 1. These limits are stated below:

(a) The noise level measured at or within the boundary of any adjacent site zoned residential shall not exceed the following limits:

ACTIVITY	**AVERAGE MAXIMUM NOISE LEVEL**			**MAXIMUM**
	L_{10} dBA			**L_{MAX} dBA**
	Monday to Saturday, 7.00am–6.00pm (0700–1800)	Monday to Saturday, 6.00pm–10.00pm (1800–2200) Sunday and Public Holidays, 7.00am–10.00pm (0700–2200)	At all other times	10.00pm–7.00am (2200–0700)
Residential zoned sites adjacent to land zoned Business 4, 5 or 6, and where the background noise level is 50 dBA or greater	55	50	45	70 (or the background plus 30, whichever is the lower)
All other sites	50	45	40	65 or the background plus 30, whichever is the lower)

(b) The noise level measured at or within the boundary of any adjacent site zoned Business 1 shall not exceed the following limits:

AVERAGE MAXIMUM NOISE LEVEL		**MAXIMUM**	
L_{10} dBA		**L_{MAX} dBA**	
Monday to Saturday, 7.00am–6.00pm (0700–1800)	Monday to Saturday, 6.00pm–10.00pm (1800–2200) Sunday and Public Holidays, 7.00am–10.00pm (0700–2200)	At all other times	10.00pm–7.00am (2200–0700)
55	55	55	75 (or the background plus 30, whichever is the lower)

(7). The use of land or buildings contained within Designation No. 108 (East Tamaki RLU), 110 (Whitford Exchange), 112 (Otara Exchange), 114 (Manukau Exchange) and 115 (Manurewa Exchange) shall be so conducted that the noise level (L_{10}) not exceed the limit set out in the District Plan when measured at or within the boundary of any adjacent site zoned business. These requirements are stated below:

ACTIVITY	AVERAGE MAXIMUM NOISE LEVEL		MAXIMUM	
	L_{10} dBA		L_{MAX} dBA	
	Monday to Saturday, 7.00am–6.00pm (0700–1800)	Monday to Saturday, 6.00pm–10.00pm (1800–2200) Sunday and Public Holidays, 7.00am–10.00pm (0700–2200)	At all other times	10.00pm–7.00am (2200–0700)
Business 1 zone	55	55	55	75
Business 2, 3, 4 zones	60	60	60	90
Business 5 zones	65	65	65	90
Business 6 zone	70	70	70	90

(8). The use of land or buildings contained within Designation Nos. 105 (Manurewa Radio Station) and 117 (Beachlands Exchange) shall be so conducted that the noise level (L_{10}) not exceed the limit set out in the District Plan when measured at or within, the notional boundary of any site zoned rural. These requirements are stated below:

AVERAGE MAXIMUM NOISE LEVEL		MAXIMUM	
L_{10} dBA		L_{MAX} dBA	
Monday to Saturday, 7.00am–6.00pm (0700–1800)	Monday to Saturday, 6.00pm–10.00pm (1800–2200) Sunday and Public Holidays, 7.00am–10.00pm (0700–2200)	At all other times	10.00pm–7.00am (2200–0700)
50	45	40	70 (or the background plus 30, whichever is the lower)

(9). The use of land or buildings contained within Designation No. 116 (Manurewa Exchange) shall be so conducted that the noise level (L_{10}) not exceed the limit set out in the District Plan when measured at or within, the boundary of any adjacent site zoned residential. These limits are stated below:

AVERAGE MAXIMUM NOISE LEVEL		MAXIMUM	
L_{10} dBA		L_{MAX} dBA	
Monday to Saturday, 7.00am–6.00pm (0700–1800)	6.00pm–10.00pm (1800–2200)	10.00pm–7.00am (2200–0700)	10.00pm–7.00am (2200–0700)
45	40	40	65 (or the background plus 30, whichever is the lower)

(10). The noise levels contained in conditions (5), (6), (7), (8) and (9) shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

(11). Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the designated sites shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics — Construction Noise.

[AM14]

(12). That any new development or redevelopment within Designation Nos. 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 114, 115, 116 and 117 complies with the development and performance standards for parking, access and vehicle circulation as described below:

Parking, Access and Vehicle Circulation Conditions on Designations

1.0 General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule. Developments and redevelopments within the designation which comply with the Performance Standards within this schedule shall be a Permitted Activity.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall require a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition.

2.0 Access to the Primary Road Network

This clause of the condition applies to Designation Nos. 103, 108, 109, 111, 112, 115 and 117 which has frontage to the primary road network.

(i) In accordance with Rule 8.10.3(b) of the District Plan, any activity within the designation requiring a vehicle access point to be constructed onto the primary road network or within 50 metres of the projected road boundary of an intersection onto the urban primary road network, requires a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the appropriate Assessment Criteria contained within Rule 8.12.2 of the District Plan.

3.0 Performance Standards — Design of Access to Road Network

3.1 Vehicle Crossing Design

(a) Vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one way	3.0 meters	6.0 metres
two way	3.0 metres	9.0 metres

3.2 Gradients

The grade of vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

3.3 Prohibited Areas

No vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

3.4 Separation of Driveways

The following minimum separation distances shall apply to vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the applicant's side of property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

3.5 Swept Paths

All vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane.

3.6 Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

3.7 Impact on Street Furniture, Street Trees and Traffic Signs

No vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

3.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council will have regard to assessment criteria in Rule 8.11.8 of the District Plan.

4.0 Performance Standards — Parking and Vehicle Circulation

4.1 Provision of Parking

4.1.1 Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause of the number of parking spaces to be provided in relation to the use of any building on the site within the description of the designation shall be determined in accordance with the following formula:

(i) For Designation Nos. (103, 104, 105, 106, 107, 108, 109, 110, 111, 112**,** 114, 115, 116 and 117)

1 for every person employed on the site; or an area on site sufficient to accommodate a service vehicle for unstaffed sites over 100m^2.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the Proposed District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

4.1.2 Diminution of Land Available

The parking area that is made available about a building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity, but a private garage may be erected.

4.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

4.1.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.2 of the District Plan

4.2 Provision of Loading Space

4.2.1 Any activity within the designation which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

4.2.2 Part of any yard of a site may be used to provide a loading space for any site provided that the loading space and method of loading shall at no time:

(a) cause the footpath or access to the rear of the site or access to an adjacent property to be blocked; or

(b) create a traffic hazard on the road.

4.2.3 Number of Loading Spaces to be Provided

The number of loading spaces to be provided in respect of any of the following uses on any particular site shall be determined according to the following table:

4.2.4 Assessment Criteria

GROSS FLOOR AREA OF ACTIVITY (SQUARE METRES)	NUMBER OF OFF-ROAD LOADING SPACES TO BE PROVIDED
0–20,000	1
20,001–50,000	2
Over 50,000	2 + 1 for ever every additional 25,000m ^{2} of gross floor area.

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clause 4.2.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.4 of the Manukau District Plan.

4.3 Design of Parking and Circulation Areas

All parking in the form of a parking lot or a parking building, shall conform with layout, access and any other requirements of this condition.

4.3.1 Vehicle Dimensions

Each parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.3.2 Reverse Manoeuvring

All parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.3.3 Vehicle Queuing

Sites shall be laid out in such a way that vehicles using or waiting to use on site facilities shall not queue into the adjoining road or obstruct entry to or exit from the site.

The minimum distance between any such facility and the mid point of the property boundary edge of any vehicle crossing to the site shall be 12 metres (the property boundary having been adjusted for any proposed road widening).

4.3.4 Design and Construction Details

All public and private parking areas shall comply with the following requirements:

(a) The parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the Permitted Activity of that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The parking area shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate access driveways and pedestrian areas within public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) Parking areas and signs and markings shall be maintained by the owner or occupier so that at all times they remain legible and available for use by vehicles.

(f) All parking spaces provided to meet the requirements of clause 4.1.1 of this condition shall be right angled parking spaces.

(g) The design and layout of parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any parking space or exit any parking aisle in the event that the parking spaces within the aisle are occupied.

(h) Where there are several separate parking areas within a site (or sites where joint parking areas are involved), then internal vehicular access between the parking areas shall be provided so that vehicles do not have to use the adjoining road network to travel between carparks.

4.3.5 Provisions for Disabled Persons

Where it is proposed to establish the use of any land or erect any building and that use or building is listed in Section 25 of the Disabled Persons Community Welfare Act 1975 carparking spaces for the exclusive use of vehicles driven by persons with disabilities or any person accompanying a person or persons with disabilities, shall be provided as follows:

(a) no fewer than one carparking spaces for the disabled shall be provided where the total number of carparking spaces is between 1 and 10; no fewer than two carparking spaces for the disabled shall be provided where the total number of parking spaces is between 11 and 99; and one additional carparking spaces for the disabled for each additional 50 parking spaces or part thereof.

(b) Such carparking space or spaces shall be credited towards the number of carparking spaces required.

(c) Such carparking spaces shall be designed in accordance with the requirements of the New Zealand Standard Specification 4121 (1985). Access from such carparking spaces to buildings shall also be designed in accordance with these standards and carparking spaces shall be so located to ensure that the distance to be traversed is as short as possible.

4.3.6 Design of Loading Spaces

(a) Location

A loading space or loading spaces shall be so located as to fulfill the purpose for which loading is required in relation to the functional design of the building and the area and shape of the site. The extent of the area required for manoeuvring in respect of any loading space shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. In determining that area there shall be taken as a minimum guide the 90 percentile truck tracking curve shown in Figure 8.8 of the District Plan.

(b) Loading Docks Fronting Roads or Service Lanes

The minimum dimensions for a loading dock fronting directly on to a road or service lane shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. As a minimum guide they shall be 3.5m wide by 3.5m high by 7.5m deep measured from the road or service land boundary of the site. In the case of a loading dock to be used by articulated vehicles the dock shall not be less than 11m deep measured from the road or service land boundary of the site.

(c) Reverse Manoeuvring

Except for loading areas with access to a cul-de-sac or service lane, all loading areas shall be designed to ensure that the vehicles using them are not required to reverse either onto or off the site and are not required to execute more than a three point turn to exit the site (based on the appropriate truck tracking curve). In complying with the above the truck tracking curve shall not track over any defined parking spaces required to satisfy Performance Standard 1 of this condition or require a vehicle to reverse more than 30 metres on site.

4.3.7 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.3.1 to 4.3.6 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.8 of the Manukau District Plan

4.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the parking requirement in respect of the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Council may instead of enforcing the provision, accept payment of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively Council may elect to accept a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

(b) Any payment made under subsection (a) of this rule shall contribute to satisfying the requirements of the scheme for parking provision in respect of the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as, is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure.

(c) When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites for which cash in lieu of parking has been accepted.

4.5 Traffic Management Works

The Council shall assess any Outline Plan of Works or any resource consent under 1.0(ii) and 2.0(i) of this condition submitted by the requiring authority for any development or redevelopment of the designated site having regard to the potential transportation related effects of the development.

The requiring authority shall be required to meet the reasonable costs of all access and traffic management works (including any additional land required to accommodate these works) associated with an activity on the designated site to the extent that such works are required to meet safety, access, egress, or amenity considerations related to the activity or where the works are required to mitigate the likely adverse effects from the activity on the safety or operation of the transport network.

SCHEDULE 5A3: CONDITIONS ON DESIGNATION NO 118 — NORTHERN RESIDENTIAL CENTRE

Designation 118 Removed pursuant to Section 180 of the Resource Management Act 1991. [AM51]

SCHEDULE 5A4: CONDITIONS ON DESIGNATIONS No's 120–127 — POLICE STATIONS: GENERAL REQUIREMENTS FOR OUTLINE PLANS AND PARKING, ACCESS AND VEHICLE CIRCULATION AND TRAFFIC MANAGEMENT WORKS CONDITIONS ATTACHING TO MINISTER OF POLICE'S DESIGNATIONS

1.0 General

1.1 An Outline Plan of Works shall be provided for any new development or redevelopment within the designations, and shall deal with each of the matters listed in section 176A(3), including vehicular access, circulation, and the provision for parking.

1.2 When assessing any Outline Plan of Works in respect of provision for parking, access and vehicle circulation, the Council will have specific regard to the assessment criteria set out in

Conditions 2 to 5 in this Schedule, and the extent to which any proposed development or redevelopment on a site meets the criteria.

Provision of Parking

1.3 Any Outline Plan of Works shall provide a robust assessment of the parking demand to be generated by a proposed development or redevelopment and demonstrate the parking provision on the site to meet the estimated demand.

1.4 Any activity that is outside the description of the designation shall have its parking requirements assessed in accordance with the Manukau District Plan.

Designation 126

1.5 In respect of designation 126, no direct vehicular access to Wiri Station Road shall be allowed other than in emergencies.

Acceptance of Cash in Lieu of Parking

1.6 Where it is not reasonable or practicable to make provision for the new parking requirement in respect of new or redeveloped buildings on the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Minister may with the agreement of Council instead of providing the required number of carparks make payment to the Council of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively the Minister may, with the agreement of Council make payment of a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

[NB: Any payment made under Condition 1.6 of this Schedule shall contribute to satisfying the parking provision in respect of the new or redeveloped buildings on the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as, is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Condition 1.6 of this Schedule on passenger transport infrastructure in the vicinity of the site provided that the site and use of the site in question would benefit from the provision of this infrastructure.

When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of the designated sites (including the Minister of Police in respect of Police designations) for which cash in lieu of parking has been accepted.]

Offsite Traffic Management Works & Related Requirements

1.7 The requiring authority shall include in its Outline Plan of Works its proposals for dealing with the potential transportation related effects of the development or redevelopment and any off-site works or contribution to off-site works it proposes to deal with those effects.

1.8 The requiring authority may be required to meet the reasonable costs of all new access and traffic management works (including any additional land required to accommodate these

works) associated with the development or redevelopment to the extent that such works are required to meet safety, access, or egress or amenity considerations related to the development or redevelopment or where the works are required to mitigate the likely adverse effects from the development or redevelopment on the safety or operation of the transport network.

2.0 Assessment Criteria — Access to the Primary Road Network

2.1 When assessing the Outline Plan of Works in respect of access to the primary road network, Council will have regard to the Assessment Criteria contained within Rule 8.12.2.3 of the District Plan

(This applies to the Police designations which have frontage to the Primary Road Network, namely designations 120,122,123,124,125,126,127.)

3.0 Assessment Criteria — Design of Access to Road Network

3.1 When assessing the Outline Plan of Works in respect of design of access to the road network, Council will have regard to the following Assessment Criteria:

(a) Whether the design of any new access to the road network provides for the avoidance or mitigation of adverse effects on traffic and pedestrian safety, the operation of the road network and the amenity of the streetscape.

(b) The extent to which the design of any new access meets the applicable Performance Standards contained within Rule 8.11.7 of the District Plan.

(c) The further Assessment Criteria contained within Rule 8.11.8.3 of the District Plan.

4.0 Assessment Criteria — Parking and Vehicle Circulation

4.1 When assessing the Outline Plan of Works in respect of parking and vehicle circulation, Council will have regard to the following Assessment Criteria:

(a) **Assessment of Number of Parking Spaces to be Provided**

The extent to which the proposed development or redevelopment provides an adequate number of parking spaces on the site to accommodate the estimated parking demand.

(b) **Diminution of Land Available**

The extent to which the total parking area that is made available in respect of a new building in compliance with the requirements of off — road parking is not diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity.

(c) **Allocation of Parking Spaces**

The extent to which the requiring authority or other occupier of the site allocates or manages the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising the parking.

(d) **District Plan Assessment Criteria on Parking**

The Assessment Criteria contained within Rule 8.24.2.3 of the Manukau District Plan

(e) **Provision of Loading Space**

The extent to which adequate provision is made for loading space for any activity within the designation which generates delivery trips by heavy vehicles.

(f) **Vehicle Dimensions**

The extent to which each new parking space to be provided in terms of this Section is in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

(g) **Reverse Manoeuvring**

The extent to which parking areas are designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

(h) **Design and Constructional Details**

The extent to which new public and private parking areas comply with the following requirements:

(i) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(ii) The new parking areas shall be maintained at all times so as not to create a dust nuisance.

(iii) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(iv) Provision shall be made to illuminate access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(v) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(vi) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 metres for any other angled or parallel parking space) or to exit any parking aisle in the event that the parking spaces within the aisle are occupied.

5.0 Assessment Criteria — Traffic Management Works

5.1 When assessing the Outline Plan of Works in respect of offsite traffic management works, Council will have regard to the potential transportation related effects of the development or redevelopment proposed to be undertaken pursuant to the designation.

SCHEDULE 5A5: CONDITIONS ON DESIGNATION No 144A — (WATERCARE SERVICES LTD: WASTEWATER TREATMENT PLANT)

1.0 INTRODUCTION

(a) The Mangere Wastewater Treatment Plant ("MWTP") is an essential regional facility serving the needs of the Auckland Metropolitan area (with the exception of the North Shore). Under ARC Resource Consent No. 9610853 the MWTP is "capped" meaning that the quantity of wastewater to be discharged by the MWTP is limited to "1,209,600 cubic metres per day at a design maximum discharge rate of 25 cubic metres per second provided that the mean daily flow of treated effluent discharged over any one year period shall not exceed 390,000 cubic metres per day at a design maximum discharge rate of 25 cubic metres per second".

(b) The MWTP is to be upgraded to enhance the environmental performance of the MWTP, particularly in relation to odour, to address social and cultural considerations and, as a result of population growth, to accommodate increasing volumes of wastewater requiring treatment in the region.

(c) Odour problems have occurred at various times since the plant was commissioned and were the subject of legal proceedings commenced by Manukau City Council in 1993. By consent of the parties a Planning Tribunal enforcement order was issued to minimise the discharge of odours by October 1995. The order covered all major odour sources except the oxidation ponds. This work has now been successfully completed. The order requires that the MWTP be upgraded in accordance with certain resource consents obtained from the Auckland Regional Council for that purpose, and that the upgraded plant be fully operational by 1 October 2003.

(d) The existing MWTP is designated for "Watercare Services Ltd: Wastewater Treatment Plant". The upgrading of the MWTP will take place within this designation ("main site"). However, two other areas of land adjacent to the existing MWTP have also been designated. Area 1A to the south of the existing MWTP has been designated "Wastewater treatment purposes" to make appropriate provision for the construction, operation and maintenance of future wastewater facilities, establishment of an odour buffer area and to allow for the application of biosolids to the land, and the use of sludge in landscaping and land forming. Area 1B to the south of the existing MWTP and Area 2 have been designated as odour buffer areas and to allow the application of biosolids to the land.

(e) A number of resource consents administered by the Auckland Regional Council ("ARC") regulate the discharges to air, land, and water from the MWTP and regulate aspects of the upgrading works including earthworks and coastal permits. Conditions (or any subsequent modifications of these conditions) are contained in the following resource consents:

9610850 Discharge contaminants to air

9611016 Diversion of inner coastal water into the area occupied by the oxidation ponds

H/10852 Dredging of seabed

9610853 Discharge of treated effluent

9610854 Discharge of stormwater

9610855 Temporary pond discharges

9610857 Divert groundwater and surface water

SC10858 Sediment control

9610859 Discharge of contaminants onto and into ground

These consents contain requirements for various management plans to be approved by the Auckland Regional Council. In addition, the written approval of the Council (delegated to the Director Environmental Management, Manukau City Council) is required in relation to the Coastal and Foreshore Restoration Plan and to those aspects of the Outline Management Plan which concern the Coastal and Foreshore Management Plan, or which are within the jurisdiction of Manukau City Council under the Resource Management Act 1991.

Definition of Biosolids

For the purposes of this designation, biosolids are defined as dewatered, stabilised sewage sludge that satisfies the standards of Ministry of Health document "Public Health Guidelines for the Safe Use of Sewage, Effluent and Sewage Sludge on Land — 1992"

2.0 RESOURCE MANAGEMENT ISSUES

Issue 1 **Wastewater needs to be managed, treated and discharged in an efficient and sustainable manner.**

The social and economic well-being and the health and safety of Manukau and the Auckland Region, are dependent on the availability and efficient operation of central infrastructural services such as the MWTP. The region's sustained population and economic growth and increasing environmental expectations require the upgrading and expansion of these services.

The region has a significant capital investment in the MWTP and the expansion and upgrading of the MWTP enables efficient use to be made of those resources.

The volume of wastewater to be treated and disposed of at the MWTP, could, in the future, require the establishment of new wastewater treatment plants. The Council supports continued investigation into supplementary sites for treatment plants within the region and the implementation of proposals for satellite plants.

Issue 2 **The MWTP adjoins the Manukau Harbour and there is the potential that the MWTP will have adverse effects on the ecological, cultural, spiritual, recreational and landscape values of the coastal environment.**

The coastal environment in the vicinity of the MWTP contains both natural and modified elements and has important ecological, cultural, spiritual, recreation and landscape values. The upgrading of the MWTP must be undertaken in a manner that maintains, and where possible, enhances these values.

Issue 3 **The MWTP has the potential to generate adverse effects on the environment of the surrounding land.**

The MWTP has generated adverse environmental effects on the surrounding neighbourhood, particularly in respect of nuisances caused by odour and insects. The upgraded MWTP needs to be effectively managed to ensure adverse environmental effects are avoided or mitigated.

3.0 OBJECTIVES AND POLICIES

Objective 3.1 To promote the efficient use and development of the MWTP and all ancillary activities in the site. (This objective relates to issue 1).

Objective 3.2 To support the establishment of wastewater treatment facilities elsewhere in the region to supplement the facilities of the MWTP. (This objective relates to issue 1).

Objective 3.3 To ensure that the MWTP is operated in a manner that avoids, remedies, or mitigates any actual or potential adverse effects on ecological, cultural, spiritual, recreation and landscape values of the coastal environment of the Manukau Harbour. (This objective relates to issue 2).

Objective 3.4 To maintain and enhance environmental quality and amenity values of the neighbourhood surrounding the MWTP. (This objective relates to issue 3).

Policies 3.5

(a) The operation of the MWTP is to be undertaken in a manner that does not generate any adverse effects that are more than minor on the surrounding land and the Manukau Harbour.

(b) Prior to October 2003, the MWTP is to be operated, maintained, supervised, monitored and controlled in relation to all activities undertaken on the site so that discharges of odour are maintained at the minimum practicable level. From 1 October 2003 the MWTP is to be operated in a manner that does not generate any noxious, objectional or offensive odours beyond the southern boundary of Areas 1A and 1B, the eastern boundary of Area 2, or the northern and western boundaries of the adjoining designated areas “Water Services Limited: Wastewater Treatment Plant” and designation No 153 “Watercare Services Ltd/A.R.C Wastewater purposes and Ambury Regional Park” shown on the planning maps.

From 1 October 2003, the objective will also be that the plant be operated in a manner that should enable the area required for the purpose of an odour buffer to be reduced and to remove from the odour buffer any area not reasonably required, including Ambury Farm Park and the area used for the oxidation ponds. The rules attaching to this designation would need to be changed at that time accordingly.

(c) Buildings and structures are to be designed and located and landscaping undertaken so that the visual amenity values of the surrounding neighbourhood and coastal environment are maintained and enhanced.

4.0 IMPLEMENTATION

4.1 Regulatory methods

(a) Watercare Services Limited is a requiring authority with financial responsibility for works at the MWTP and has designating rights under section 168 of the Resource Management Act. WSL has required Areas 1A, 1B and 2 be designated within the district plan. The designation is subject to a number of conditions designed to minimise the adverse environmental effects from MWTP activities. WSL has also sought that the previous designation for the existing MWTP be included in the district plan, for “Watercare Services Ltd: Wastewater Treatment Plant”. Council will be responsible for

implementing the rules in the district plan relating to the designation while the Auckland Regional Council will be responsible for compliance with the resource consents.

4.2 Non-regulatory methods

(a) The Council will work closely with Auckland Regional Council to ensure that the plant operates in an efficient and sustainable manner. The Council will continue to co-operate with Watercare Services Limited in promoting measures to reduce the volume of trade waste discharged into the sewerage system. Reducing the level of stormwater entering the sewerage system will continue to be actioned by the Council.

5.0 ANTICIPATED ENVIRONMENTAL RESULTS

The anticipated environmental results are:

- Minor adverse environmental effects arising from wastewater treatment activities.
- From 1 October 2003, no offensive, objectionable or noxious odours beyond the southern boundary of Areas 1A and 1B, the eastern boundary of Area 2 or the northern and western boundaries of the main designated area "Watercare Services Limited: Wastewater Treatment Plant", and the area designated for Ambury Regional Park shown on the planning maps.
- From 1 October 2003, the objective will also be that the MWTP be operated in a manner that should enable the area required for the purpose of an odour buffer to be reduced and to remove from the odour buffer any area not reasonably required, including Ambury Farm Park and the area used for the oxidation ponds. The rules attaching to this designation would need to be changed at that time in terms of the Resource Management Act 1991.
- That the buildings and structures associated with the MWTP will be relatively unobtrusive when viewed from the adjoining land and coastal waters.
- The visual appearance of the MWTP will be enhanced through the comprehensive landscaping of the site.
- The minimisation of noise, dust and other nuisances associated with the plant.

6.0 MONITORING

The environmental standards now required under the ARC consents and in terms of the conditions of this designation are not able to be achieved by the current MWTP. To ensure the upgraded MWTP meets the new environmental standards the Council will undertake the following:

- Monitor complaints about the operation of the MWTP.
- In conjunction with the ARC, review the results of monitoring undertaken by Watercare Services Ltd in relation to the environmental performance of the MWTP.

Watercare Services Ltd will undertake monitoring of the matters set out in general condition 2 (13) (c) (i–vi) of the ARC consents which states that the Consent Holder shall complete and comply with a Monitoring Management Plan which shall stipulate the precise technical details of monitoring programmes.

7.0 PROVISIONS FOR THE MAIN SITE

7.1 Explanatory statement

The designation for the main site covers an area of approximately 725 hectares, comprising 500 hectares of oxidation ponds, 195 hectares of Mangere Sludge lagoons and existing MWTP site, and 21 hectares covering Oruarangi Creek.

The provisions of this designation are intended to provide for the works associated with the upgrading, ongoing operation and modification of the MWTP, as authorised by the resource consents obtained from the ARC, while providing an appropriate degree of protection to surrounding activities and ensuring that development is consistent with the surrounding environment. The rules in this plan attaching to this designation complement the conditions of the ARC consents and the Council will take the ARC conditions into account.

7.2 Activities

Rule 7.2.1 Permitted Activities

The following activities shall be permitted activities, provided they meet the Development Standards in Rule 7.5, and provided that activity (h) shall be subject to 7.5.6, 7.5.7, 7.5.8, and 7.5.11 Development Standards, and activity (i) shall be subject to 7.5.11 Development Standard only:

(a) Wastewater treatment plant processes and ancillary activities;

(b) Laboratories ancillary to the MWTP;

(c) Administrative offices ancillary to the MWTP;

(d) Workshop and parts storage ancillary to the MWTP;

(e) Staff and visitor amenities including carparking;

(f) Depositing of earth and biosolids to land;

(g) Deposition of sludge and biosolids to landfills;

(h) Earthworks in accordance with the requirements of the Auckland Regional Council; and

(i) Temporary offices, storage sheds, builders workshops, scaffolding, and other similar buildings and activities which are associated with the upgrading, ongoing operation and modification of the MWTP provided that buildings and structures directly associated with the upgrade of the plant must be removed by October 2006 or such later date as approved in writing by the Director Environmental Management, Manukau City Council.

Rule 7.2.2 Controlled Activities

All Controlled Activities shall comply with Development Standards in Rule 7.5.

Buildings exceeding 10m but not more than 15m in height (refer rule 7.5.1).

Rule 7.2.3 Restricted Discretionary Activities

The following activities shall be restricted discretionary activities:

- Buildings exceeding 15m but not more than 25m in height;
- The sale of biosolids produced by the MWTP;
- Any permitted or controlled activity which fails to meet the Development Standards in Rule 7.5.

Unless special circumstances exist a resource consent for restricted discretionary activities as listed in Rule 7.2.3 need not be publicly notified, and the written approval of affected persons need not be obtained.

7.3 Assessment criteria for Controlled Activities

When assessing a building higher than 10m but not exceeding 15m the Council shall have regard to the following matters and may impose conditions in respect of these:

- Landscape design, screening and site layout should ensure that the adverse effects of the MWTP on the amenity values of the surrounding area are minimised;
- Design and external appearance of buildings should relate to the character of the locality, i.e. the coastal environment and its amenity values;
- The visual effects of the MWTP buildings with respect to views from the coastal environment and views from public places such as roads and public open space shall be avoided, remedied, or mitigated as far as practicable.

7.4 Assessment criteria for Restricted Discretionary Activities

When assessing any restricted discretionary activity the Council shall have regard to the following matters:

- The objectives and policies for the designation.
- As a general guide, buildings should be recessive features and should not dominate the natural landscape particularly when viewed from the Manukau Harbour and coastal edge and when viewed from public places such as roads and public open spaces.
- The extent to which the design, external appearance and colour of buildings and other methods (such as the construction of buildings underground) will facilitate the integration of the buildings into the landscape so that they are not dominant features in the landscape.
- The proposed landscaping and the extent to which it will screen and soften the visual impact of buildings and development on the site from all views.
- Without limiting the generality of the foregoing, regard shall be had to the extent to which landscaping within the site itself will diminish the visual impact of buildings and development on the site and/or their combined mass on views from elevated locations, so that the buildings are recessive features in the landscape.
- The extent to which the presence and visual effects of the proposed buildings would adversely affect the relationship of Maori and their culture and tradition with their ancestral lands, water, sites, waahi tapu, and other taonga, including effects on cultural landscape views.
- The extent to which the building or activity will promote the maintenance or enhancement of the amenity values of the coastal environment.

- Whether the activity will have adverse effects on public places, waahi tapu, or archaeological sites.

- The extent to which the proposed building promotes efficient use and development of the MWTP having regard to the functional purpose of the proposed building or the operational management of the existing MWTP;

- Whether the proposed hours of operation has the potential to create a noise nuisance to local residents. As a guide additional controls may be placed on activities, including servicing and deliveries, that operate between the hours of 10.00 pm and 7.00 am.

Conditions may be imposed as part of any resource consent.

7.5 Development standards — Permitted and Controlled Activities

Rule 7.5.1 Maximum Height

The maximum permitted height for buildings and structures shall be 10m, except that this limit shall not apply to silos, stacks, cranes, lift towers or machinery rooms. The maximum permitted height for silos, lift towers and machinery rooms shall not exceed 15m, and the maximum height for stacks and permanently installed cranes shall not exceed 25m.

Explanation

Buildings, particularly larger buildings have the potential to detract from the amenity values of the surrounding area. The maximum height control will protect visual amenity values of the adjoining land and the Manukau Harbour from intrusive building developments. In the longer term there may be a need to erect buildings higher than 10m and provision has been made for this outcome through the resource consent process in terms of the rules of this designation.

Rule 7.5.2 Yards

Front Yard — 15m

No buildings or carparking areas shall be established within this yard

The yard shall be landscaped in accordance with Rule 7.5.4.

Explanation

The 15m yard along Greenwood Road will provide an adequate separation distance between the MWTP and adjoining uses to the east.

Rule 7.5.3 Depositing of Matured Sludge and Biosolids

(a) Depositing of matured sludge

Matured sludge applied to land shall be confined to matured, dried sludge, excavated from the drying beds. With the exception of the approved landfills, sludge deposition shall not include any sludge obtained from the oxidation ponds.

(b) Depositing of biosolids

The depositing of biosolids to land (other than approved landfills) shall be undertaken in accordance with the Ministry of Health document "Public Health Guidelines for the safe use of sewage, effluent and sewage sludge on land (1992)" or any amendment to or replacement for those guidelines. Depositing of biosolids to approved landfills shall be undertaken in accordance with the requirements of the ARC consents.

Explanation

The operator may deposit, within the site, some of the matured sludge in the drying beds. As the matured sludge is a contaminant, the application of the matured sludge is subject to Discharge Permit 9610859 issued by the ARC which approves certain landfills for this purpose. The depositing of biosolids is also subject to the same discharge permit.

Rule 7.5.4 Landscaping

The site shall be landscaped in accordance with the provisions of the Coastal and Foreshore Restoration Plan, prepared in accordance with Coastal Permit 9610851. Without limiting the generality of the foregoing, trees to be used for landscaping purposes shall be a combination of native and exotic species which, within 10 years, are capable of forming an effective screen at varying heights up to 15m with the largest specimens reaching 20–25m above natural ground level within 20 years. For the purposes of consistency, exotic species which are currently found on site and/or in the near vicinity (for example pines, gums and macrocarpa trees) should be used.

Native trees of a height more than 6m shall be retained but may be transplanted where practicable provided that transplanting shall be undertaken with sound arboricultural practices. Where retention or relocation is not practicable, any native tree of a height more than 6m which is removed shall be replaced by a native tree of similar height within the site as part of the overall landscaping undertaken.

The removal of the pine tree shelter belts may be undertaken at such time as effective screening of the plant is provided by other trees and plants on the site.

The landscaping shall be properly maintained at all times and in accordance with sound landscaping practice.

Explanation

Exotic species are promoted in the early stages of landscaping to provide the initial screening of the MWTP and related buildings.

While native trees are preferred for their ecological value it is recognised that exotic species because of their speed of growth relative to native species will ensure that over a relatively quick period of time large trees will have the effect of softening buildings up to 15m in height. Also the screening ability of many native trees is not always as effective as some of the exotic species so a mixture of both will ensure effective screening from a height perspective and an area perspective is achieved.

Once the native trees have reached heights where they effectively screen buildings then provision is made for the shelter belts to be removed. Every precaution is to be taken to protect existing native trees and the shelter belts in order to maintain the visual screening of the Wastewater Treatment Plant and related buildings.

Rule
7.5.5 Design and External Appearance of Buildings

All new buildings and structures shall be designed and finished in a manner that is deemed to be visually recessive by a suitable expert.

Explanation

This rule is to encourage sensitive design and to ensure that buildings are finished in recessive colours that do not detract from the amenity values of the surrounding areas and coastal waters. Details of the design and finish of the proposed buildings and structures will be submitted to the Council at the same time as an outline plan of works.

Rule
7.5.6 Submission Of An Outline Plan Of Works

Before commencing any construction activity on the designated land, an Outline Plan of Works shall be submitted to the Council for its consideration and approval. No construction work shall be commenced until the Outline Plan of Works is approved pursuant to section 176A of the Resource Management Amendment Act 1993. The outline plan of works must show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicular access, circulation and the provision for parking, the landscaping proposed, and any other matters to avoid, remedy, or mitigate any adverse effects on the environment (pursuant to section 176A, Resource Management Amendment Act 1993).

Explanation

The designation only indicates in broad terms the nature of activities to be undertaken within the designated land. This rule provides the Council with prior notice of the detailed nature of any works proposed within the designated land and the ability to control any adverse effects of those works or project.

Rule
7.5.7 Dust

That beyond the southern boundary of Area 1A and 1B, the eastern boundary of Area 2 and the Main Site, there shall be no dust caused by discharges from the site which are noxious, dangerous, offensive or objectionable.

Explanation

Activities that generate dust have the potential to create significant adverse health effects and nuisance conditions. This rule ensures that there are adequate means to identify a dust nuisance so that remedial action can be taken to the satisfaction of Council.

Rule
7.5.8 Movement Of Materials

All earth, sludge and biosolids being transported on public roads to and from the site shall be contained to prevent the release of particulate material into the environment.

Explanation

Large quantities of biosolids are to be removed from the MWTP each day. In addition, other materials which could contribute to dust nuisance will be delivered and removed from the site. The above rule is designed to avoid any adverse effects from particulate materials being lost from vehicles.

Rule 7.5.9 Noise

(a) Any additions to the MWTP shall be so designed and the use of the buildings and site shall be so conducted, that the noise level does not exceed the limits set out below:

(i) When measured at, or within, the boundary of any site zoned Residential or the notional boundary of any site zoned Mangere Puhinui Rural, (as at the date the district plan became operative) which is located beyond the boundary shown on Figure 5.6 attached to this designation. (The notional boundary is a line 20m from the facade of any rural dwelling or the legal boundary where this is closer to the dwelling.)

DAY/TIME	NOISE LEVEL (L_{10}dBA)
Monday to Saturday 0700–2200	50
At all other times including Sundays and public holidays	45

(ii) When measured at or within the boundary of any site zoned Business.

DAY/TIME	NOISE LEVEL (L_{10}dBA)
At all times	60

L_{max} 65 dBA (or background plus 30 dBA, whichever is lower) shall apply between the houses of 2200–0700, seven days a week.

(b) The noise levels shall be measured and assessed in accordance with NZS 6801: 1991 "Measurement of Sound" and NZ 6802: 1991 "Assessment of Environmental Sound".

(c) Any construction noise (as defined in Section 2 of the Construction Act 1959) emanating from the site shall comply with the requirements of NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

(d) Prior to the commencement of any new activities, the applicant shall provide Council with a certificate from a qualified Acoustic Engineer demonstrating that the above performance standards will be met.

(e) Notwithstanding the noise standards above, the Council reserves the power conferred on it under the relevant sections of the Resource Management Act 1991, to control any noise which contravenes the provisions of the abovementioned Act.

Explanation

The noise standards above are similar to those that apply to activities in the Business zones. During the construction period from 1997–2003 noise levels will exceed those specified in clause (a) above, but will be below the daytime construction noise limit of 75dBA set out in NZS 6803P: 1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

Rule 7.5.10 Odour

Up to and including 1 October 2003, The MWTP is to be operated, maintained, supervised, monitored and controlled in relation to all activities undertaken on the site so that discharges of odour are maintained at a minimum practicable level. From 1 October 2003 there shall be no discharge of a noxious, offensive or objectionable odour arising from within Areas 1A, 1B or 2 beyond the southern boundary of Area 1A and 1B and the eastern boundary of Area 2 (as shown on Figure 5.8), or the northern and western boundaries of the Main Site designated as "Watercare Services Limited: Wastewater Treatment Plant" and designation No. 153: "Watercare Services Ltd/A.R.C Wastewater purposes and Ambury Regional Park", as shown on Figure 5.6.

Rule 7.5.11 Stormwater Drainage

(a) Adequate provision is to be made for the protection and/or redirection of any existing stormwater overland flowpaths within the site, which are affected by the upgrading works. All proposed works shall be undertaken prior to the commencement of the activity, in accordance with Council's engineering performance standards, and at no cost to the Council.

(b) In order to protect these stormwater overland flowpaths a 'right to drain water' easement in favour of the Council is to be placed over the final defined overland flowpaths prior to commencement of the activity and at no cost to Council.

Any easement will need to be defined by a registered surveyor, to be arranged by the applicant, and the subsequent easement documents prepared by the City Solicitor at the applicant's expense.

The easement documents will need to include a provision that no buildings, structures, fences or filling be placed in the easement area or other works carried out thereon, except with specific Council approval and that the level and profile of the overland flowpath is to remain unchanged thereafter.

The easement documents will also need to include plans showing levels in terms of DOSLI datum, a suitably located datum mark and boundary dimensions for the proposed easement.

(c) Minimum floor level restrictions may be required adjoining overland flowpaths and at no cost to Council prior to commencement of the activity.

(d) Conditions (a), (b) and (c) require compliance through the submission of full engineering plans to the Council for its approval at the time an Outline Plan of Works is submitted to the Council and the completion of all works prior to commencement of the activity.

Explanation

The above rule will ensure that no stormwater problems are generated by the proposed upgrading.

Rule 7.5.12 Roading

Access to Puketutu Island shall be retained at all times, including during the upgrading of the MWTP.

Rule
7.5.13 Business Development Reserve Contributions

7.5.13.1 All development authorised by this designation, other than Project Manukau, in excess of $250,000 and proposed to be used solely or principally for administrative, commercial or industrial purposes, or any two or more such purposes, may be subject to a reserve contribution calculated at a rate of not more than 0.5% of the assessed value of the development, provided that:

7.5.13.2

(a) The amount of reserve contribution required under this clause may be reduced at the Council's discretion, pursuant to an application for a restricted discretionary activity resource consent. In considering an application under this provision, the Council shall have regard to the following matters:

(i) the extent to which the development generates an overall positive environmental effect or has no additional adverse environmental effects;

(ii) the extent to which the development adversely affects the environment;

(iii) the extent to which any facility (land or works) provided by WSL benefit the public and are visible and/or accessible to the public;

(iv) the extent of any restrictions on public access to the nominated facilities/areas provided by WSL;

(v) the cost to WSL of providing the nominated facilities/areas for public amenity and use; and

(vi) the extent to which WSL makes provision for public open space.

(b) Unless special circumstances exist, any resource consent application made pursuant to 7.5.13.2(a) above shall not be notified and the written approval of affected parties need not be obtained.

7.5.13.3

WSL will pay the reserve contribution of 0.5%, or such lesser amount (if any) as may be required by the Council pursuant to 7.5.13.2(a) above, by a cash payment to the Council of 0.15% or, if the reserve contribution is assessed as being less than 0.15%, then such lesser amount; and

(i) by deducting the remaining reserve contribution (if any) from the Credit, until such time as the Credit is exhausted; and/or

(ii) if the Council agrees, transferring land to the Council of an equivalent value to the whole or part of the remaining reserve contribution.

7.5.13.4

The Council shall maintain a record of WSL's current financial contribution credit (Credit). The value of the Credit shall be $835,000, as at 10 August 2001, and arises from WSL's commitment to undertake the works set out below. The difference between the Credit and the Agreed Value of the following works is the agreed amount of reserve contribution for development occurring under Project Manukau.

(a) Visitor facilities including (parking, lookouts, hides, signs & planting) $316,000

Pathways, board walks, bridges and associated planning	$455,000
Roads and fencing (access roads, cycle tracks, fencing & planting)	$334,000
Oruarangi Landing including boat ramp	$550,000
Community Involvement (preparation nursery etc)	$80,000
Total	$1,735,000
(Less allowance for planting)	$135,000
Agreed value	$1,600,000

(the Works' Areas)

(b) The Credit will be extinguished in 20 years from 10 August 2001 or when it is exhausted in terms of rule 7.5.13.3, whichever event occurs first.

Provided that:

During the hours of daylight, the public is to be provided with access to any of the Works' Areas in respect of which the Credit has been calculated. In the event that access to any Works' Area is denied, the Council shall reduce the credit attributed to that Works' Area as set out in rule 7.5.13.4(a).

This proviso is subject to WSL or its agents temporarily restricting public access where that is necessary for safety or operational reasons.

Provided Further that:

If any of the works described in rule 7.5.13.4(a) do not occur, the Council shall reduce the Credit attributed to that work.

Provided Further that:

The calculation of the Credit took into account all Project Manukau works, including those specified in the schedule in rule 7.5.13.4(a) and, for the avoidance of doubt, none of those works shall be assessed under Rule 7.5.13.1.

Explanation

As at 10 August 2001, the Council and WSL agreed that a reserve contribution of $765,000 was payable on the works undertaken as part of Project Manukau. That reserve contribution will be met by the provision of the works set out in rule 7.5.13.4(a). The difference between the Agreed Value of those works and the reserve contribution required as at 10 August 2001 is the Credit.

7.5.13.5

Upon the Credit being extinguished in terms of rule 7.5.13.3, WSL shall continue to pay a reserve contribution of 0.5%, or such lesser amount (if any) as may be required by the Council pursuant to 7.5.13.2(a) above.

7.5.13.6

The reserve contribution shall become due and payable upon the occurrence of any of the following events as may be appropriate to the proposed development provided that if more

than one of the following events applies, the contribution shall be paid on the event which occurs first:

(a) the issuance of a building consent for proposed works;

(b) the commencement of proposed works.

Explanation

All development is liable to the payment of reserve contributions in order to offset the adverse effects of development on the environment which includes the community. Generally, the Business Development Reserve Contribution rule ensures that businesses that have not previously had to pay reserve contributions on subdivision and yet intensify the development on their site, are able to be levied for a contribution to offset the effects of the business on the environment.

It is the intention of WSL and the Council that the Credit will be exhausted within 20 years. If the Credit is not exhausted within the life of this Plan, it is WSL's intention to carry this rule in WSL's designation into any new district plan while still retaining the 20 year cut off proposal. It is accepted by both the Council and WSL that this rule and therefore the agreed Credit may change as a result of public participation in the formulation of any new district plan.

The rule contains an element of discretion as to how much reserve contribution may be payable in order to promote the opportunity for the recognition of facilities or works WSL may provide which contribute to public open space purposes and to recognise that some aspects of the development might have little or no adverse effects (eg the replacement of underground pipes).

In applying the threshold limit of $250,000, WSL shall consider whether the proposed works are part of a series of scheduled works that cumulatively total more than $250,000, and whether it would be more appropriate to seek approval for all the proposed or scheduled works at the same time and pay a financial contribution on the total value of those works.

Rule 7.5.14 Coastal And Foreshore Restoration Management Plan (CFRP)

(a) The Requiring Authority shall complete and comply with a Coastal and Foreshore Restoration Plan (CFRP) for the area shown on Figure 5.7.

(b) The CFRP shall be completed and submitted to the Director Environmental Management, Manukau City Council for approval not later than December 1998 or such later date as approved in writing by the Director, and any changes required by the Director shall be incorporated in the CFRP upon request.

(c) The CFRP shall be fully implemented not later than 1 October 2006.

(d) The CFRP shall provide for the matters described in Special Condition 6 of the Auckland Regional Council resource consent number 9610851.

Explanation

Such a plan has been seen in the context of the ARC consents as a suitable method to achieve an integrated approach on the part of both the ARC and Manukau City Council.

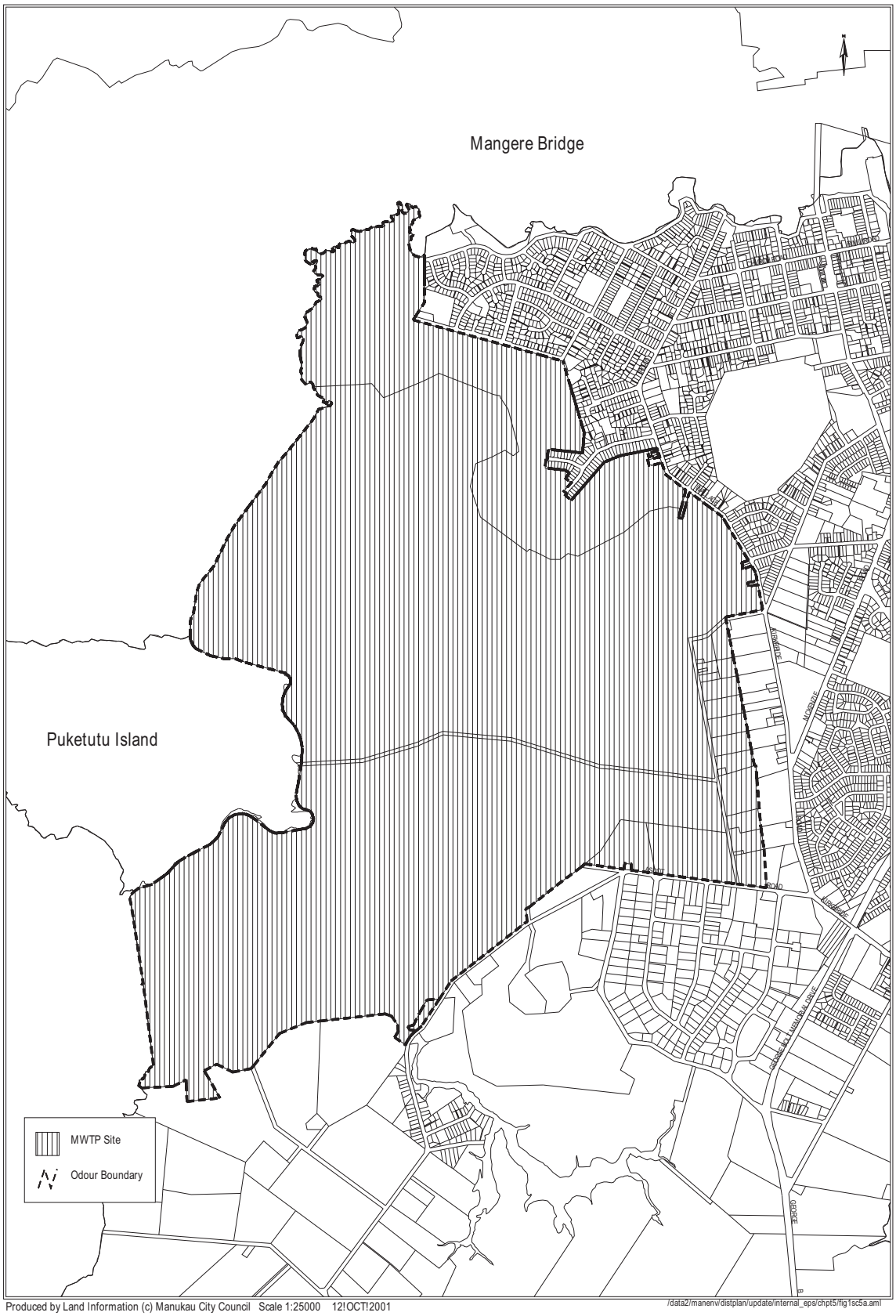


FIGURE 5.6 MANGERE WASTEWATER TREATMENT PLANT SITE AND ODOUR BOUNDARY

FIGURE 5.7 FORESHORE AND COASTAL RESTORATION PLAN AREA

SCHEDULE 5A6: CONDITIONS ON DESIGNATION No 144B

AREA 1 WASTEWATER TREATMENT PURPOSES AND

AREA 2 ODOUR BUFFER AREA AND APPLICATION OF BIOSOLIDS FROM THE WASTEWATER TREATMENT PLANT

1.0 Introduction

The Mangere Wastewater Treatment Plant ("MWTP") is an essential regional facility serving the needs of the Auckland Metropolitan area (with the exception of the North Shore). The MWTP currently (1996) services 750,000 persons plus associated commercial and industrial waste producers and treats an average of 300,000m^3 of wastewater per day.

The MWTP is to be upgraded to enhance the environmental performance of the MWTP, particularly in relation to odour, to address social and cultural considerations and, as a result of population growth, to accommodate increasing volumes of wastewater requiring treatment in the region.

Odour problems have occurred at various times since the plant was commissioned and were the subject of legal proceedings commenced by Manukau City Council in 1993. By consent of the parties a Planning Tribunal enforcement order was issued to minimise the discharge of odours by October 1995. The order covered all major odour sources except the oxidation ponds. This work has now be successfully completed. The order also sets in place a timetable for obtaining resource consents for a new or reconstructed plant by the year 2000.

The existing MWTP is designated for "drainage purposes". The expansion of the MWTP includes two main areas of land adjacent to the existing plant, as shown on figure 5.8. Area 1A to the south of the existing MWTP has been designated "wastewater treatment purposes" to make appropriate provision for the construction, operation and maintenance of future wastewater facilities, establishment of an odour buffer area and to allow for the application of biosolids to the land, and the use of sludge in landscaping and land forming. Area 1B to the south of the existing MWTP and Area 2 to the east of the existing MWTP have been designated as odour buffer areas and to allow for the application of biosolids to the land.

A number of resource consents administered by the Auckland Regional Council (ARC) regulate the discharges to air, land, and water from the MWTP and regulate aspects of the upgrading works including earthworks and coastal permits. Conditions (or any subsequent modifications of these conditions) are contained in the following resource consents:

9610850	Discharge contaminants to air
9611016	Diversion of inner coastal water into the area occupied by the oxidation ponds
H/10852	Dredging of seabed
9610853	Discharge of treated effluent
9610854	Discharge of stormwater
9610855	Temporary pond discharges
9610857	Divert groundwater and surface water
9610858	Sediment control
9610859	Discharge of contaminants onto and into ground

Definition of biosolids

For the purposes of this designation, biosolids are defined as dewatered, stabilised sewage sludge that satisfies the standards of the Ministry of Health document "Public Health Guidelines for the Safe Use of Sewage, Effluent and Sewage Sludge on Land – 1992" relating to limits for heavy metals and the USEPA Class B Pathogen levels, or any subsequent amendment to or replacement of the document.

2.0 Resource Management Issues

Issue 1
Wastewater needs to be managed, treated and discharged in an efficient and sustainable manner.

The social and economic wellbeing and the health and safety of Manukau and the Auckland Region, are dependent on the availability and efficient operation of central infrastructural services such as the MWTP. The region's sustained population and economic growth and increasing environmental expectations require the upgrading and expansion of these services.

The region has a significant capital investment in the MWTP and the expansion and upgrading of the MWTP enables efficient use to be made of those resources.

The volume of wastewater to be treated and disposed of at the MWTP, could, in the future, require the establishment of new wastewater treatment plants. The Council supports continued investigation into supplementary sites for treatment plants within the region and the implementation of proposals for satellite plants.

Issue 2
The MWTP adjoins the Manukau Harbour and there is the potential that the MWTP will have adverse effects on the ecological, cultural, spiritual, recreational and landscape values of the coastal environment.

The coastal environment in the vicinity of the MWTP contains both natural and modified elements and has important ecological, cultural, spiritual, recreation and landscape values. The upgrading of the MWTP must be undertaken in a manner that maintains, and where possible, enhances these values.

Issue 3
The MWTP has the potential to generate adverse effects on the environment of the surrounding land.

The MWTP has generated adverse environmental effects on the surrounding neighbourhood, particularly in respect of nuisances caused by odour and insects. The upgraded MWTP needs to be effectively managed to ensure adverse environmental effects are avoided or mitigated.

3.0 Objectives and Policies

Objective 3.1 To promote the efficient use and development of the MWTP and all ancillary activities on the site. (This objective relates to issue 1).

Objective 3.2 To support the establishment of wastewater treatment facilities elsewhere in the region to supplement the facilities of the MWTP. (This objective relates to issue 1).

Objective 3.3 To ensure that the MWTP is operated in a manner that avoids, remedies or mitigates any actual or potential adverse effects on the ecological cultural, spiritual, recreation and

landscape values of the coastal environment of the Manukau Harbour (This objective relates to issue 2).

Objective 3.4 To maintain and enhance environmental quality and amenity values of the neighbourhood surrounding the MWTP (This objective relates to issue 3).

Policies 3.5

(a) The operation of the wastewater treatment plant is to be undertaken in a manner that does not generate any adverse effects that are more than minor on the surrounding land and the Manukau Harbour.

(b) The plant is to be operated, in a manner that does not generate any noxious, objectionable or offensive odours beyond the southern boundary of Areas 1A and 1B, the eastern boundary of Area 2, or the outer boundaries of the adjoining designated areas "Water Services Limited: Wastewater Treatment Plant" and designation No 153 "Watercare Services Ltd/A.R.C Wastewater purposes and Ambury Regional Park" shown on the planning maps.

From 2003, the objective is that the plant be operated in a manner that will enable the area required for the purpose of an odour buffer to be reduced and to remove from the odour buffer any area not reasonably required, including Ambury Farm Park and the area used for the oxidation ponds. The rules attaching to this designation would need to be changed at that time accordingly.

(c) Buildings and structures are to be designed and located and landscaping undertaken so that the visual amenity values of the surrounding neighbourhood and coastal environment are maintained and enhanced.

4.0 Implementation

4.1 Regulatory Methods

Watercare Services Limited (WSL) is a requiring authority with financial responsibility for works at the MWTP and has designating rights under section 168 of the Resource Management Act. WSL has required Areas 1A, 1B and 2 be designated within the district plan. The designation is subject to a number of conditions designed to minimise the adverse environmental effects from MWTP activities. Council will be responsible for implementing the rules in the district plan relating to the designation while the Auckland Regional Council will be responsible for compliance with the resource consents.

4.2 Non-regulatory methods

The Council will work closely with Auckland Regional Council to ensure that the plant operates in an efficient and sustainable manner. The Council will continue to co-operate with Watercare Services Limited in promoting measures to reduce the volume of trade waste discharged into the sewerage system. Reducing the level of stormwater entering the sewerage system will continue to be actioned by the Council.

5.0 Anticipated Environmental Results

The anticipated environmental results are:

- Minor adverse environmental effects arising from wastewater treatment activities.

- No offensive, objectionable or noxious odours beyond the southern boundary of Areas 1A and 1B, the eastern boundary of Area 2 or the outer boundaries of the adjoining designated areas "Watercare Services Limited: Wastewater Treatment Plant", and "Watercare Services Ltd/A.R.C Wastewater purposes and Ambury Regional Park" as shown on the planning maps.

- From 2003, the objective is that the plant be operated in a manner that will enable the area required for the purpose of an odour buffer to be reduced and to remove from the odour buffer any area not reasonably required, including Ambury Farm Park and the area used for the oxidation ponds. The rules attaching to this designation would need to be changed at that time accordingly.

- That the buildings and structures associated with the MWTP will be relatively unobtrusive when viewed from the adjoining land and coastal waters.

- The visual appearance of the plant will be enhanced through the comprehensive landscaping of the site.

- The minimisation of noise, dust and other nuisances associated with the plant.

6.0 Monitoring

The environmental standards now required are not able to be achieved by the current plant. To ensure the upgraded MWTP meets the new environmental standards the Council will undertake the following:

- Monitor complaints about the operation of the MWTP.

- In conjunction with the ARC, monitor the environmental performance of the plant.

7.0 Provisions For Area 1

7.1 Explanatory Statement

Area 1 comprises 18 ha. Part of this area remains undeveloped (Area 1A) and part has been developed for intensive horticultural activity (Area 1B), as shown on Figure1. In order to recognise the existing landuse activities, different provisions apply to Area 1A and Area 1B. Within Area 1A, a number of wastewater treatment processes and ancillary activities are proposed to be established and an odour buffer area maintained. Within Area 1B an odour buffer area will be maintained and biosolids applied to land. This will allow the existing horticultural activities to continue. Special conditions and restrictions are set out for Areas 1A and 1B for the future protection of the neighbourhood and the coastal environment. Watercare Services Limited has a number of consents from the ARC covering aspects of the upgrading and discharges. The rules in this plan complement the conditions of the ARC consents and the Council will take the ARC conditions into account.

7.2 Activities

7.2.1 Permitted Activities

All permitted activities shall comply with Development Standards in Rule 7.5

The following activities shall be permitted activities for Area 1A on Part Allotment 83, Parish of Manurewa and a portion of Part Lot 1 DP 43557:

(a) Wastewater treatment plant processes and ancillary activities;

(b) Laboratories ancillary to the treatment plant;

(c) Administrative offices ancillary to the treatment plant;

(d) Workshop and parts storage ancillary to the treatment plant;

(e) Staff and visitor amenities including carparking;

(f) Depositing of no more than 50,000m^3 of matured sludge (excluding sludge from the oxidation ponds) to land;

(g) Application of biosolids to land.

The following activities shall be permitted activities for Area 1B on a portion of Part Lot 1 DP 43557 and Lot 1 DP 49323:

(a) Deposition of biosolids.

Rule 7.2.2 Controlled Activities

All Controlled Activities shall comply with Development Standards in Rule 7.5.

The following activities shall be controlled activities for Area 1A on Part Allotment 83, Parish of Manurewa and a portion of Part Lot 1 DP 43557:

(a) Buildings exceeding 10m but not more than 15m in height (refer rule 7.5.1).

(b) Depositing in excess of 50,000m^3 but not exceeding more than 100,000 m^3 of matured sludge (excluding sludge from oxidation ponds) to land.

Rule 7.2.3 Restricted Discretionary Activities

The following activities shall be restricted discretionary activities for Area 1A on Part Allotment 83, Parish of Manurewa and a portion of Part Lot 1 DP 43557:

(a) Buildings exceeding 15m but not more than 25m in height.

(b) Any permitted or controlled activity which fails to meet the Development Standards in rule 7.5.

7.2.3.1

Unless special circumstances exist a resource consent for restricted discretionary activities need not be publicly notified.

7.3 Assessment Criteria for Controlled Activities

7.3.1 When assessing a building higher than 10m but not exceeding 15m the Council shall have regard to the following matters and may impose conditions in respect of these:

- Landscape design, screening and site layout should ensure the effects of the MWTP are internalised within the site and adverse effects on the amenity values of the area are minimised;

- Design and external appearance of buildings should relate to the character of the locality, i.e. the coastal environment and its amenity values;

- The visual effects of the MWTP buildings with respect to views from the coastal environment and views from public places such as roads and public open space shall be avoided, remedied, or mitigated as far as practicable.

7.3.2 When assessing the deposition of more than 50,000m^3 but not exceeding 100,000 m^3 of matured sludge to land, the Council shall have regard to the following matters and may impose conditions in respect of these:

- The visual effects of the deposition of sludge shall be avoided, remedied or mitigated;

- The works shall be designed and undertaken so as to ensure that no damage or nuisance is caused to adjacent or adjoining lots.

7.4 Assessment Criteria for Restricted Discretionary Activities

When assessing any restricted discretionary activity the Council shall have regard to the following matters:

- The objectives and policies for the designation.

- As a general guide, buildings should be recessive features and should not dominate the natural landscape particularly when viewed from the Manukau Harbour and coastal edge and when viewed from public places such as roads and public open spaces.

- The extent to which the design, external appearance and colour of buildings and other methods (such as the construction of buildings underground) will facilitate the integration of the buildings into the landscape so that they are not dominant features in the landscape.

- The proposed landscaping and the extent to which it will screen and soften the visual impact of buildings and development on the site from all views.

- Without limiting the generality of the foregoing, regard shall be had to the extent to which landscaping within the site itself will diminish the visual impact of buildings and development on the site and/or their combined mass on views from elevated locations, so that the buildings are recessive features in the landscape.

- The extent to which the presence and visual effects of the proposed buildings would adversely affect the relationship of Maori and their culture and tradition with their ancestral lands, water, sites, waahi tapu, and other taonga, including effects on cultural landscape views.

- The extent to which the building or activity will promote the maintenance or enhancement of the amenity values of the coastal environment.

- Whether the activity will have adverse effects on public places, waahi tapu, or archaeological sites.

Conditions may be imposed as part of any resource consent.

7.5 Development standards — Permitted and Controlled Activities

Rule 7.5.1 Maximum Height

The maximum permitted height for buildings and structures shall be 10m, except that this height limit shall not apply to silos, stacks, cranes, lift towers or machinery rooms. The maximum permitted height for silos, lift towers and machinery rooms shall not exceed 15m, and the maximum height for stacks and permanently installed cranes shall not exceed 25m.

Explanation

Buildings, particularly larger buildings have the potential to detract from the amenity values of the surrounding area. The maximum height control will protect visual amenity values of the adjoining land and the Manukau Harbour from intrusive building developments. In the longer term there may be a need to erect buildings higher than 10m and provision has been made for this outcome through the resource consent process in terms of the rules of this designation.

Rule 7.5.2 Yards

Front Yard — 20m

No buildings or carparking areas shall be established within this yard except for the provision of a vehicular accessway to Ascot Road.

The yard shall be landscaped in accordance with Rule 7.5.4.

Explanation

The 20m yard along Ascot Road and Greenwood Road (as far north as Island Road) will provide an adequate separation distance between the sewage treatment facilities and adjoining uses to the south and east.

Rule 7.5.3 Depositing of Matured Sludge and Biosolids

(a) **Depositing of matured sludge**

Matured sludge shall be confined to matured, dried sludge, excavated from the drying beds. It shall not include any sludge obtained from the oxidation ponds.

(b) **Depositing of biosolids**

The depositing of biosolids shall be undertaken in accordance with the Ministry of Health document “Public Health Guidelines for the safe use of Sewage, Effluent and Sewage, Sludge on Land (1992)” or any amendment to or replacement for those guidelines.

(c) **Application of matured sludge**

All matured sludge shall only be applied to the area of the mound as generally illustrated on the landscaping plan entitled “Landscape Development Plan” Ref 679 LDP July 1996.

(d) **Stabilisation details of the mound**

The detailed design of the mound shall be assessed by the Council when Watercare lodge an outline plan of works with the Council.

(e) **Traffic movement**

All vehicles transporting matured sludge and biosolids to Area 1A or biosolids to Area 1B shall not use any public roads except Island Road.

(f) **Surface rehabilitation**

When the capping layer containing a suitable amount of topsoil has been applied to the mound, it shall be grassed immediately and continuously maintained and irrigated thereafter.

(g) **Siltation controls**

Works shall be undertaken so that all drainage from the mound will drain into Area 1A and become part of the site's stormwater system.

(h) For works within 20m of the southern or eastern boundary of Area 1A,and for Area 1B a landscape plan and planting schedule shall be prepared prior to the depositing of any matured sludge for implementation following completion of those works.

Rule 7.5.4 Landscaping

Prior to the commencement of any permitted activities within Area 1A and 1B, other than the deposition of biosolids, landscaping along Ascot Road as far west as Aintree Avenue and along Greenwood Road as far north as Island Road shall be undertaken, completed and maintained in accordance with the Landscape Development Plan Reference 679 LDP2 November 1997 (LDP). The trees to be used for landscaping purposes shall be a combination of native and exotic species which, within 10 years, will form an effective screen at varying heights up to 15m with the largest specimens reaching 20–25m above natural ground level within 20 years. For the purposes of consistency, exotic species which are currently found on site and/or in the near vicinity (for example pines, gums and macrocarpa trees) should be used.

The following existing exotic and native trees shall be retained:

- Shelter belt adjoining Ascot Road to the south of Areas 1A and 1B
- Shelter belt to the west of Area 1B
- Totara tree, item (a) on the LDP
- Cabbage tree, item (b) on the LDP
- Pohutukawa tree, item (c) on the LDP
- English Oak, item (d) on the LDP
- Magnolia tree, item (e) on the LDP

The above shelter belts may be replaced when the landscaping has achieved a sufficient height and mass to provide replacement screening of equivalent or similar height and mass to that achieved by the shelter belt.

Other native trees of a height more than 6m shall be retained and may be transplanted provided that transplanting shall be undertaken in accordance with sound arboricultural practises.

The landscaping required by the LDP shall be properly maintained at all times and in accordance with sound landscaping practice.

Explanation

When fully established with mature trees and shrubs, the landscaped mound along parts of Ascot Road and Greenwood Road will provide a suitable visual screen between the sewage treatment facilities and adjoining uses to the south and east. The landscaped mound will only be required on Part Lot 1, DP 43557(101 Ascot Road) and the smaller Lot 1, DP 49323 (89 Ascot Road) when it is proposed to establish permitted activities within 200m of Ascot Road. This will enable the current owners of these lots, or their successors, to continue cultivating horticultural crops for the immediate future.

Exotic species are promoted in the early stages of landscaping to provide the initial screening of the MWTP and related buildings in Area 1A.

While native trees are preferred for their ecological value it is recognised that exotic species because of their speed of growth relative to native species will ensure that over a relatively quick period of time large trees will have the effect of softening buildings up to 15m in height. Also the screening ability of many native trees is not always as effective as some of the exotic species so a mixture of both will ensure effective screening from a height perspective and an area perspective is achieved.

Once the native trees have reached heights where they effectively screen buildings then provision is made for the shelter belts to be removed. Every precaution is to be taken to protect existing native trees and the shelter belts in order to maintain the visual screening of the MWTP and related buildings planned for Area 1A.

Rule
7.5.5 Design and External Appearance of Buildings

All new buildings and structures shall be architecturally designed and finished in natural earthy tones that are visually recessive.

Explanation

This rule is to encourage sensitive design and to ensure that buildings are finished in recessive colours that do not detract from the amenity values of the surrounding areas and coastal waters. Details of the design and colour of the proposed buildings and structures will be submitted to the Council at the same time as an outline plan of works.

8.0 Provisions For Area 2

8.1 Explanatory Statement

Area 2 contains 31 ha of land which is mainly used for market gardening and some glass house production. The topography is mainly flat with a moderate rise in the north-eastern corner. A stream flows through the north-eastern corner of Area 2. Area 2 will be used as an odour buffer and for the application of biosolids to land. Special conditions and restrictions are set out for Area 2 and for the future protection of the neighbourhood and watercourse.

Watercare Services Limited has a number of consents from the ARC covering aspects of biosolid trials. The rules in this plan complement the conditions of the ARC.

8.2 Activities

8.2.1 Permitted activities

(a) Deposition of biosolids.

8.3 Rules

Rule
8.3.1 Depositing of Biosolids (as defined in section 1)

The depositing of biosolids shall be undertaken in accordance with the Ministry of Health document "Public Health Guidelines for the Safe Use of Sewage, Effluent and Sewage Sludge on Land (1992)" or any amendment to or replacement for those guidelines, and in accordance with the terms of any resource consent issued by the Regional Council in relation to that activity.

No biosolids shall be deposited within 15m of any stream or drainage path or within 5m of any site boundary.

Explanation

This rule will enable WSL to undertake biosolids use trials within the confines of Area 2 to demonstrate the resource value of MWTP biosolids to potential users and confirm that significant adverse effects do not arise. The operator has produced a protocol for applying biosolids to land and this will limit the application of biosolids to levels appropriate for arable land and prevent contamination of the ground or streams.

9.0 Common Rules For Areas 1 And 2: Development And Performance Standards

Rule
9.1 Submission of an Outline Plan of Works

Before commencing any activity on the designated land, an outline plan of works shall be submitted to the Council for its consideration. The outline plan must show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicle access and circulation and landscaping provisions

Explanation

The designation only indicates in broad terms the nature of activities to be undertaken within the designated land. This rule provides the Council with prior notice of the detailed nature of any works proposed within the designated land.

Rule
9.2 Dust

That beyond the southern boundary of Area 1A and 1B, the eastern boundary of Area 2, there shall be no dust caused by discharges from Areas 1A, 1B and 2 which is noxious, dangerous, offensive or objectionable.

Rule
9.3 Movement of Materials

All earth, sludge or biosolids being transported on public roads to and from the site shall be contained to prevent the release of particulate material into the environment.

Explanation

Approximately 500m^3 of biosolids are to be removed from the treatment plant each day. In addition there are other materials to be delivered and removed from the site. The above rule is designed to avoid any adverse effects from particulate materials being lost from vehicles.

Rule 9.4 Noise

(a) Any additions to the MWTP shall be so designed and the use of the buildings and site shall be so conducted, that the noise level does not exceed the limits set out below:

(i) When measured at, or within, the boundary of any site zoned Residential or the notional boundary of any site zoned Mangere Puhinui Rural. (The notional boundary is a line 20m from the facade of any rural dwelling or the legal boundary where this is closer to the dwelling.)

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat 0700 – 2200	50
At all other times, including Sundays and public holidays	45

(ii) When measured at or within the boundary of any site zoned Business.

DAY/TIME	NOISE LEVEL (L_{10} dBA)
At all times	60

(iii) An L_{max} 65 dBA (or background noise level plus 30 dBA, whichever is lower) shall apply between the hours of 2200–0700, seven days a week.

(b) The noise levels shall be measured and assessed in accordance with NZS 6801: 1991 "Measurement of Sound" and NZS 6802: 1991 "Assessment of Environmental Sound".

(c) Any construction noise (as defined in Section 2 of the Construction Act 1959) emanating from the site shall comply with the requirements of NZS 6803P:1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

(d) Prior to the commencement of any new activities, the applicant shall provide Council with a certificate from a qualified Acoustic Engineer demonstrating that the above performance standards will be met.

(e) Notwithstanding the noise standards above, the Council reserves the power conferred on it under the relevant sections of the Resource Management Act 1991, to control any noise which contravenes the provisions of the Act.

Explanation

The noise standards above are similar to those that apply to activities in the Business zones. During the construction period from 1997–2003 noise levels will exceed those specified in clause (a) above, but will be below the daytime construction noise limit of 75dBA set out in NZS 6803P: 1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition Work".

9.5 Odour

There shall be no discharge of a noxious, offensive or objectionable odour arising from within Areas 1A, 1B or 2 beyond the southern boundary of Area 1A and 1B and the eastern boundary of Area 2 (as shown on Figure 5.8), or beyond the outside boundaries of the adjoining areas designated as "Watercare Services Limited: Wastewater Treatment Plant" and "Watercare Services Ltd/A.R.C Wastewater purposes and Ambury Regional Park", as shown on the planning maps.

Explanation

The reason for adopting odour controls is to provide a practicable means of controlling objectionable odours which are not satisfactorily regulated by controls on air discharges.

Rule
9.6 Stormwater Drainage

(a) Adequate provision is to be made for the protection and/or redirection of any existing stormwater overland flowpaths within both Areas 1 & 2. All proposed works shall be undertaken prior to the commencement of the activity, in accordance with Council's engineering performance standards, and at no cost to the Council.

(b) In order to protect these stormwater overland flowpaths a 'right to drain water' easement in favour of the Council is to be placed over the final defined overland flowpaths prior to commencement of the activity and at no cost to Council.

Any easement will need to be defined by a registered surveyor, to be arranged by the applicant, and the subsequent easement documents prepared by the City Solicitor at the applicant's expense.

The easement documents will need to include a provision that no buildings, structures, fences or filling be placed in the easement area or other works carried out thereon, except with specific Council approval and that the level and profile of the overland flowpath is to remain unchanged thereafter.

The easement documents will also need to include plans showing levels in terms of DOSLI datum, a suitably located datum mark and boundary dimensions for the proposed easement.

(c) Minimum floor level restrictions may be required adjoining overland flowpaths and at no cost to Council prior to commencement of the activity.

(d) Conditions (a), (b) and (c) require compliance through the submission of full engineering plans to the Council for its approval at the time an Outline Plan of Works is submitted to the Council and the completion of all works prior to commencement of the activity.

Explanation

The above rule will ensure that no stormwater problems are generated by the proposed works.

9.7 Roading

Prior to the commencement of any wastewater activities in Area 1A, Ascot Road is to be upgraded at no cost to the Council along the frontage of Areas 1A and 1B as far west as the Oruarangi/Montgomerie Roads intersection. This upgrading shall include the widening of Ascot Road to provide for a total carriageway width of 10.5m (2m parking lane, two 3.5m lanes and 1.5m shoulder). The upgrading shall

also include the provision of a non-standard berm, kerb and channel and footpath and the relocation of all necessary network and public utility services within the existing legal road. Proposed works at the intersection of Oruarangi/Montgomerie Roads shall be aligned with the extension of Ascot Road to Island Road. These works are to be undertaken in accordance with Council's engineering performance standards (except the non-standard berm) to the satisfaction of the Manager — Infrastructure Policy and at no cost to Council.

Explanation

Upgrading of the northern side of Ascot Road, adjacent to Area 1A will provide for kerb and channelling.

The future road works described above (the proposed works at the intersection of Oruarangi and Mongomerie Roads may require additional land) are capable of being undertaken within the existing legal road boundaries of Ascot Road. However further development within Area 1 may require an increase in the width of Ascot Road as indicated on the planning maps.

Currently (1996) that part of Ascot Road to the west of Mongomerie road is unsealed. However this part of Ascot Road will be formed and sealed by WSL in order to construct a road embankment enclosing the north-eastern corner of Pond 2 and providing road access to the Island Road causeway from Ascot Road. The proposed extension of Ascot Road to Island Road will provide an alternative route to Puketutu Island which would bypass that part of Island Road between Greenwood Road and the new road embankment.

WSL intend to seek the closure of Island Road between Greenwood Road and the new road embankment. This will enable the integration of those parts of the treatment plant to the north and south of Island Road. However before any statutory procedures to close part of Island road are commenced the proposed Ascot Road extension would need to comply with the Council's roading standards including the provision of a suitable walkway linking Kirkbride Road with Puketutu Island.

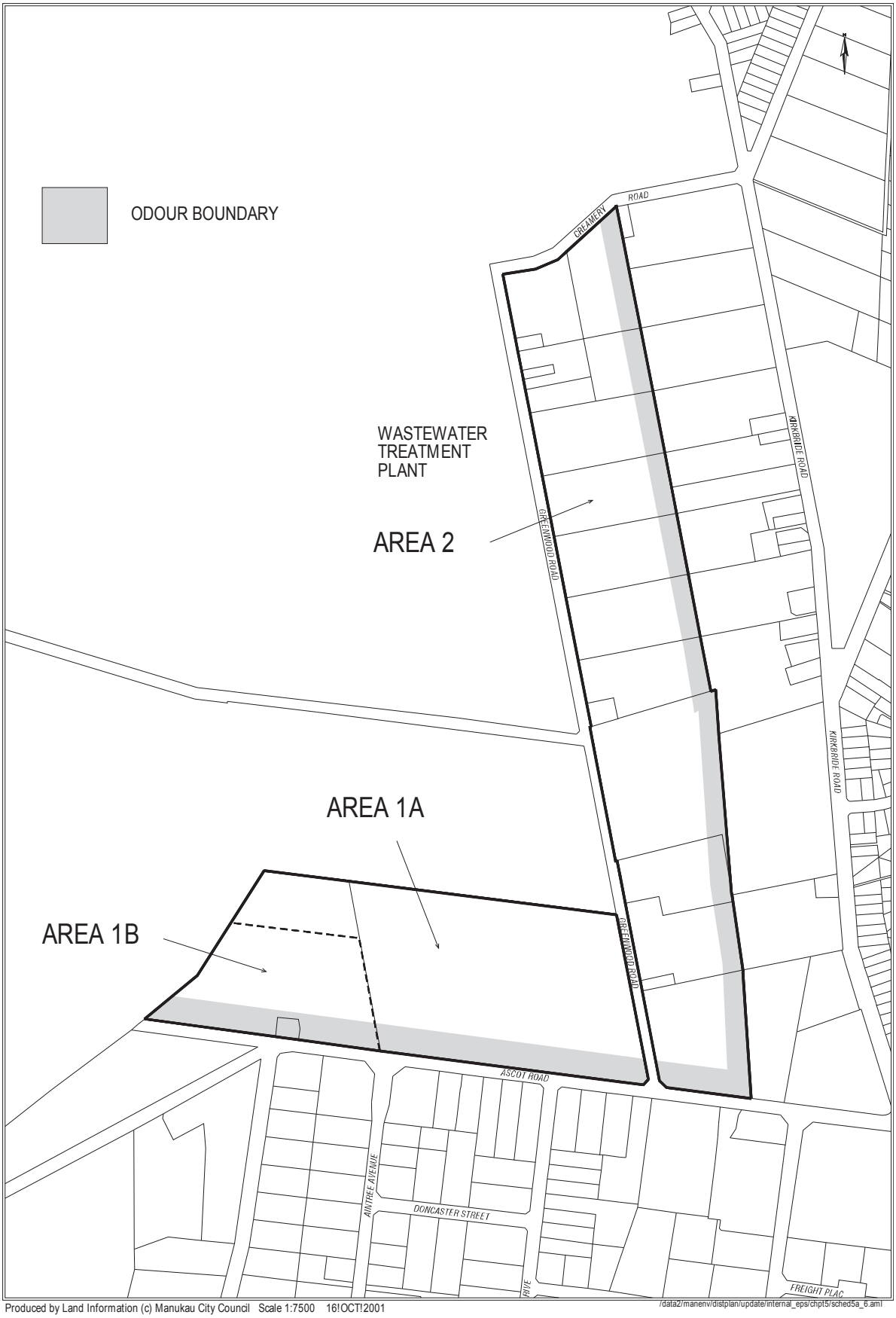


FIGURE 5.8 ODOUR BOUNDARIES FOR AREAS 1A, 1B AND 2

SCHEDULE 5A7: CONDITIONS ON DESIGNATION 179 (COURTHOUSE)

1.0 General

1.1 An outline plan shall be provided for any new development or redevelopment within the designation, and shall deal with each of the matters listed in section 176A(3).

1.2 When assessing any outline plan in respect of provision for parking, access and vehicle circulation, the Council will have specific regard to the assessment criteria set out in Conditions 2 to 4, 6 and 7 in this Schedule, the extent to which any proposed development or redevelopment on a site meets the criteria; and to the matters in Condition 5 in this Schedule.

2.0 Access to the Primary Road Network

2.1 This clause applies to the Court's designation which has frontage to the Primary Road Network. The designation number for that designation is 179.

2.2 When assessing the outline plan, the Council will have regard to the Assessment Criteria contained within Rule 8.12.2.3 of the Auckland Council District Plan (Manukau Section).

2.3 In respect of designation 179, no direct vehicular access to Manukau Station Road shall be allowed.

3.0 Design of Access to Road Network

3.1 Whether the design of any new access to the road network provides for the avoidance or mitigation of adverse effects on traffic and pedestrian safety, the operation of the road network and the amenity of the streetscape.

3.2 When assessing this aspect of an outline plan, the Council will have regard to the extent to which the design of any new access meets the applicable Performance Standards contained within Rule 8.11.7 of the Auckland Council District Plan (Manukau Section).

3.3 When assessing this aspect of an outline plan, the Council will also have regard to the Assessment Criteria contained within Rule 8.11.8.3 of the Auckland Council District Plan (Manukau Section).

4.0 Assessment Criteria — Parking and Vehicle Circulation

4.1 General

When assessing an outline plan, the Council will have regard to the extent to which the proposed development or redevelopment meets the criteria set out in this condition.

4.2 Provision of Parking

(a) As part of an Integrated Transport Assessment (ITA) provided in terms of Condition 7.0 any outline plan shall provide a robust assessment of the parking demand to be generated by a proposed development or redevelopment and demonstrate the parking provision to meet the estimated demand:

(i) on the site;

(i) on a site sufficiently close to it for constant use by vehicles in connection with the site; and/or

(i) in accordance with conditions 4.5 and 9.2-

(b) Any activity that is outside the description of the designation shall have a parking requirement assessed in accordance with the Auckland Council District Plan (Manukau Section).

4.2.1 Assessment of Number of Parking Spaces to be Provided

The extent to which the proposed development or redevelopment provides an adequate number of parking spaces on the site, or on a site sufficiently close to it for constant use by vehicles in connection with the site, and in accordance with Conditions 4.5 and 9.2 to accommodate the estimated parking demand.

4.2.2 Diminution of Land Available

The extent to which the total parking area that is made available in respect of a new building in compliance with the requirements for off-road parking is not diminished by the subsequent construction of any structure**,** by the storage of goods, or by any other activity.

4.2.3 Allocation of Parking Spaces

The extent to which the requiring authority or other occupier of the site allocates or manages the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising the parking.

4.2.4 Assessment Criteria

When assessing any outline plan with regard to the provision of parking, Council will also have regard to the Assessment Criteria contained within Rule 8.24.2.3 of the Manukau District Plan.

4.3 Provision of Loading Space

4.3.1 The extent to which adequate provision is made for loading space for any activity within the designation which generates delivery trips by heavy vehicles.

4.4 Design of Parking and Circulation Areas

4.4.1 Vehicle Dimensions

The extent to which each new parking space to be provided in terms of this Section is in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.4.2 Reverse Manoeuvring

The extent to which parking areas are designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.4.3 Design and Constructional Details

The extent to which new public and private parking areas comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The new parking areas shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 metres for any other angled or parallel parking space) or to exit any parking aisle in the event that the parking spaces within the aisle are occupied.

4.5 Acceptance of Cash in Lieu of Parking Spaces

Where it is not reasonable or practicable to make provision for the new parking requirement in respect of new or redeveloped buildings on the designated site, on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Minister may with the agreement of the Council instead of providing the required number of carparks, make payment to the Council of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively the Minister may, with the agreement of Council make payment of a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above. Such arrangements may where appropriate reflect the interim nature of any such parking requirement.

5.0 Traffic Management Works

Any outline plan submitted by the requiring authority for any development or redevelopment of the designated site shall be assessed having regard to the potential transportation related effects of the development or redevelopment proposed to be undertaken pursuant to the designation.

The requiring authority shall include in its outline plan its proposals for dealing with the potential transportation related effects of the development or redevelopment and any off-site works or contribution to off site works it proposes to deal with those effects.

The requiring authority shall be required to meet the reasonable costs of all new access and traffic management works (including any additional land required to accommodate these works) associated with the development or redevelopment to the extent that such works are required to meet safety, access, egress, or amenity considerations related to the development or redevelopment or where the works are required to mitigate the likely adverse effects from the development or redevelopment on the safety or operation of the transport network.

6.0 Travel Plan

6.1 A Travel Plan shall be developed for the Manukau Courthouse for any major buildings or works on the site that generate a significant additional transport demand. This Plan shall be designed to reduce dependency on private car travel, and manage staff and visitor travel to achieve travel mode split targets developed as part of the travel planning process as well as to direct visitors to available parking.

6.2 The Travel Plan and its implementation shall include the provision of infrastructure, initiatives and facilities to support the use of travel alternatives. At a minimum, the following shall be provided:

(a) Covered, secure cycle parking to meet demand identified within the ITA and located in a convenient location and designed in accordance with current standards (e.g. Australian Standard AS 2890.3-1993 parking facilities part 3 Bicycle parking facilities);

(b) Changing facilities and lockers appropriate for walkers, cyclists and motorbike users;

(c) Ongoing educational and information advising and encouraging staff and visitors of how to access and use alternative forms of travel to motorcar and car pooling opportunities for staff;

(d) Any management practices designed to reduce travel demand to the Court and in particular demand for car parking spaces;

(e) Measures to advise staff and visitors of the availability of any off-site parking provided under the conditions of this designation or otherwise available for their use.

6.3 The Travel Plan shall be maintained and reviewed over time at not less than 3 year intervals and at the time of outline plan (where those works generate more than minor additional transport demand), and updated as necessary. All Travel Plans shall be developed and reviewed in consultation with Auckland Transport. The recommendations of each updated travel plan must be implemented.

7.0 Integrated Transport Assessment (ITA)

7.1 An ITA shall be submitted with any outline plan for any major buildings or works on the site that generate a more than minor additional transport demand. At a minimum, the following shall be provided:

(a) Forecasts of future travel demand by mode of travel and recommendations for an appropriate mix of parking, travel management measures, pedestrian, cycle and passenger transport facilities over time to meet this demand;

(b) An indication of the form, timing and manner in which the above will be provided;

(c) Measures to:

- monitor travel demand and patterns against those forecast and to revise as necessary forecast travel demand by mode;
- review the effectiveness of the measures proposed within the ITA including the travel plan;
- review and confirm the appropriateness of parking, travel management measures, pedestrian, cycle and passenger transport facilities provided pursuant to these conditions of consent.

(d) An assessment of whether off-site parking may be reduced, taking into account surveyed data about the modal share of court users at the time of the ITA being prepared.-

8.0 Parking to be Provided

8.1 No occupation or use of any expansion to the Courthouse shall take place until the parking identified within any approved outline plan has been provided.

9.0 Proposed Road

9.1 The requiring authority, in conjunction with any expansion of the court, shall construct the portion of the road (identified as “proposed road” on District Planning Map 28), adjoining their southern boundary from Barrowcliffe Place to the eastern boundary of their site, as illustrated on the submitted concept plan (prepared by Aurecon, Project: Manukau Precinct Project – Main Project, 30 Manukau Station Road, Title: Proposed Kerb and Pavement Layout Plan, Sheets 1 of 2 and 2 of 2, Drawings No. N-C-300 Rev. B and N-C-301 Rev. B), and the design of the link road shall be in general accordance with the attached concept plan.

9.2 Any indented or parallel spaces formed or funded by the requiring authority within the above link road shall be credited towards meeting the parking required to be provided in conjunction with any future expansion of the court.

9.3 No occupation or use of any extension to the Courthouse shall take place until the road required under condition 9.1 has been constructed.

10.0 Built Form

10.1 When assessing an outline plan, Council will have regard to the following matters taking into account the role and function of a courthouse and associated needs including security:

(a) the extent to which the proposed development or redevelopment meets the criteria in Rule 14.12.1.2 and Rule 14.12.4.2 of the Auckland Council District Plan (Manukau Section); and

(b) the extent to which the proposed design provides for informal surveillance of public and semi-public areas within and adjacent to the development, including streets, walkways and open spaces, by:

i Designing the proposal in accordance with good practice for Crime Prevention Through Environmental Design (CPTED) and in particular, facilitating passive surveillance of public spaces;

ii The use of lighting design to provide security for buildings and enhance the safety of public spaces;

iii Avoiding blind corners and concealed alcoves near lifts, stairwells, car parks and walkways.

11.0 Landscaping

11.1 As part of any landscaping of the site, the Minister shall develop the adjoining public open space at 28A Manukau Station Road (Section 1 on draft title plan SO45124 and Part Lot 1 DP 30438) in general accordance with Landscape Plan Drawing SK0-02 of the *'Manukau Precinct Project Public Open Space Landscape Proposal'* prepared by Architectus June 2012. These works shall be in lieu of any reserve contribution relating to the redevelopment of the Courthouse.

11.2 Any outdoor storage or rubbish collection area shall be screened from public view by landscape design and/or the erection of a fence, and maintained in a tidy condition when viewed from the public open space zone or public road.

12.0 Stormwater

12.1 A one-off financial contribution for stormwater (as applicable under Rule 9.14 of the Auckland Council District Plan (Manukau Section) shall be paid at the time of any outline plan for expansion to the Manukau District Courthouse on land identified as Areas 1, 2, and 3 on Proposed Land Taking Plan – CKL Surveying and Planning 20/04/2009.

Advice Notes:

1. *A Roading and Parking agreement has been entered into between the Ministry of Justice and Auckland Transport concerning the provision of additional carparking relating to the site (condition 4.2), construction of the Clist Crescent extension (condition 9) and landscaping works (condition 11). Reference should be made to this agreement when considering further court expansions.*

2. *All works within the legal road corridor (boundary to boundary) require a 'Corridor Access Request (CAR) approved by Auckland Transport. All works include inter alia open cut trenching and trenchless techniques for utility installations.*

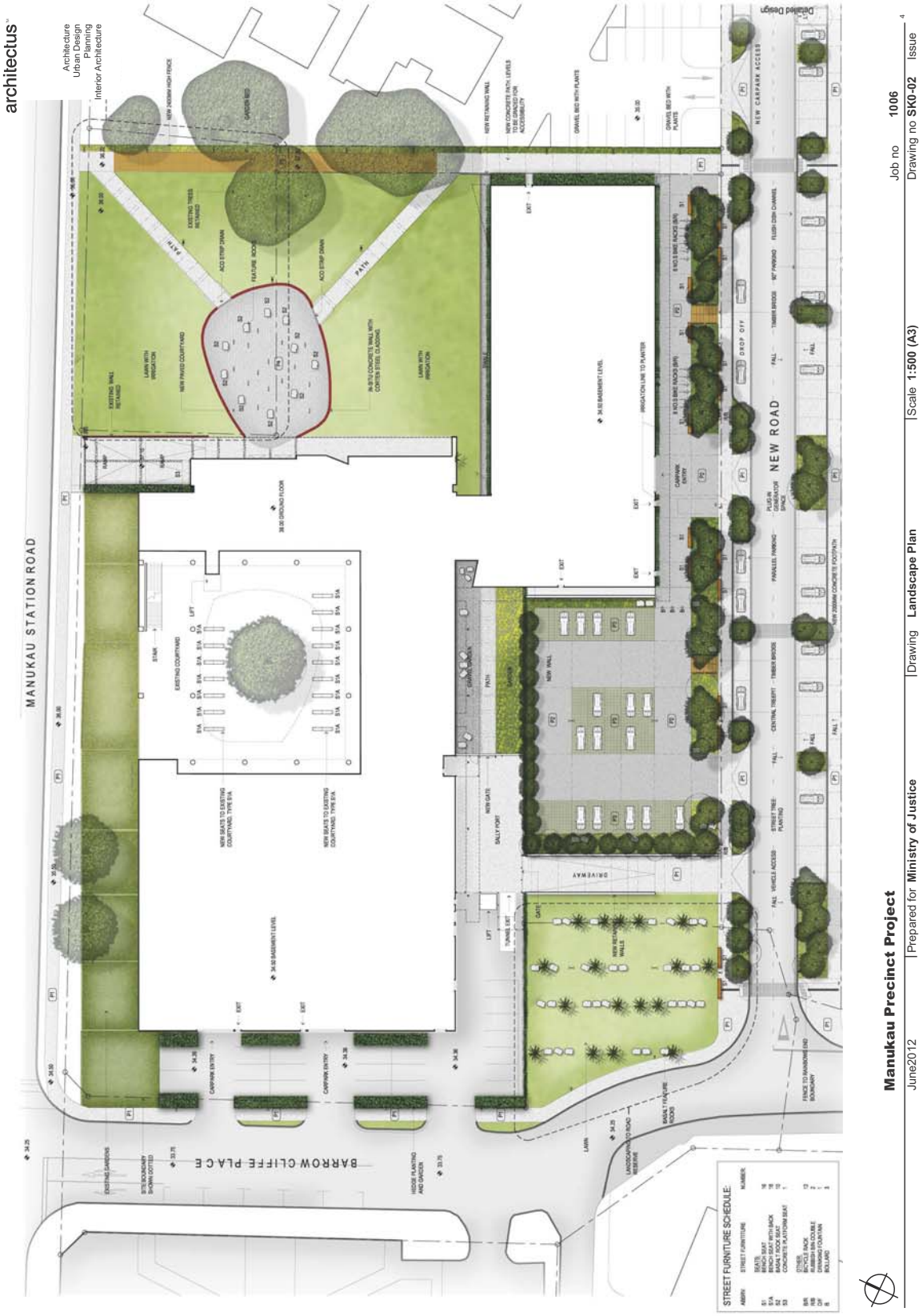
3. *Application for a CAR is made online to www.beforeudig.co.nz where relevant background details are required including Notice of Requirement/Outline Plan or certificate of compliance, traffic management plans etc.*

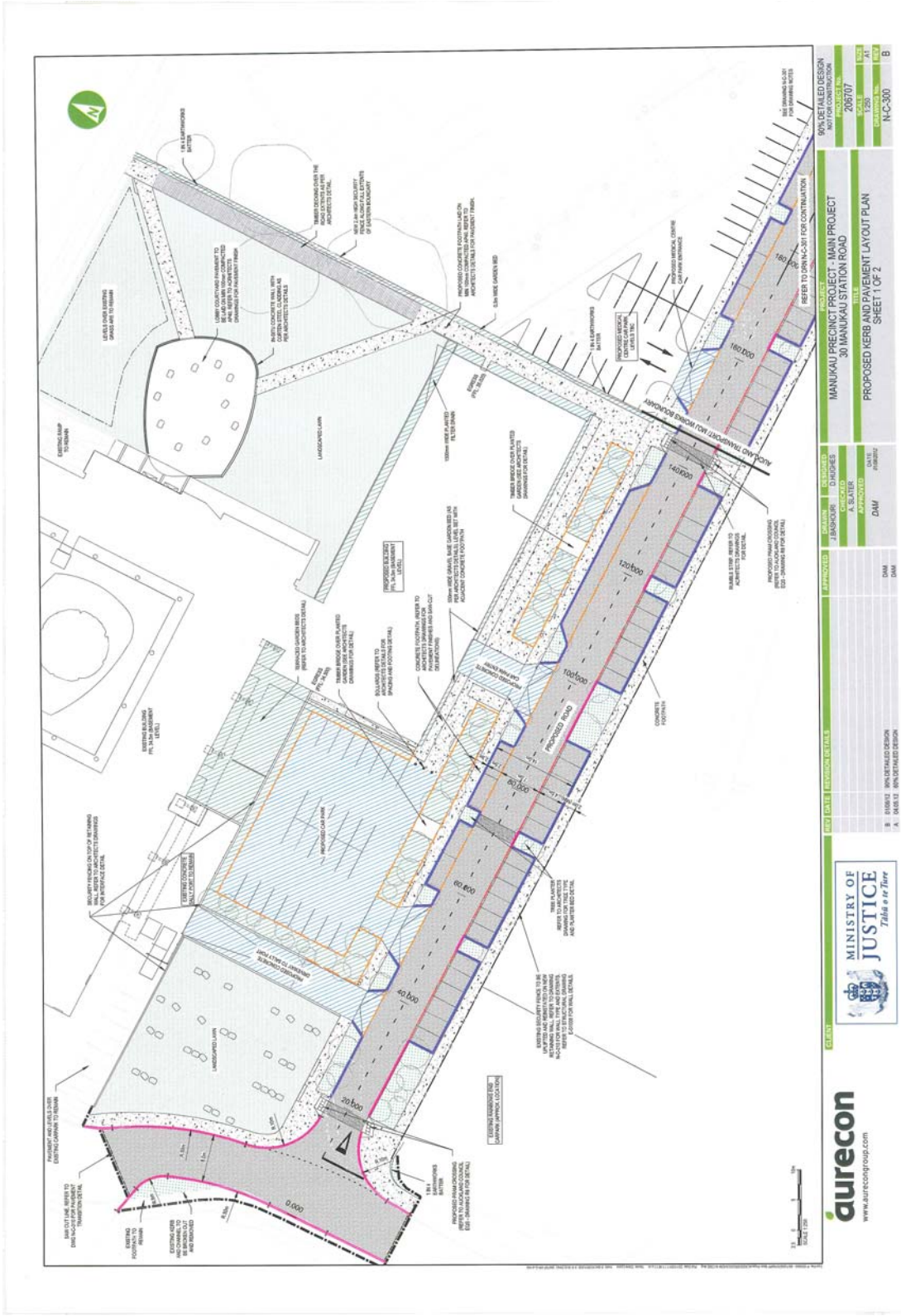
4. *Please note that a CAR may require up to 15 days to process and construction hours may be restricted on Level 2 or 3 roads, as defined in the Code of Practice for Temporary Traffic Management, ("COPTTM" of NZTA) to those that may be permitted under this consent.*

5. *The Requiring Authority will be required to submit a Temporary Traffic Management Plan (TTMP) for the Project or the relevant Project stage where construction activities are likely to have a significant effect on the safety and operation of the adjoining road network. This shall be prepared by a suitably qualified person in accordance with the Code of Practice for Temporary Traffic Management (COPTTM).*

6. *Any payment made under condition 4.5 shall contribute to satisfying the parking provision in respect of the new or redeveloped buildings on the site, and shall be applied by the Council in the acquisition of land and the making of provision for parking as close as, is reasonable and practicable to the site in respect of which the parking area was required to be provided.*

7. *When the cash in lieu of parking is used by the Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of the designated sites for which cash in lieu of parking has been accepted.*


architectus
Architecture
Urban Design
Planning
Interior Architecture
Detailed Design
MANUKAU STATION ROAD
NEW ROAD
BARROW CLIFFE PLACE
STREET FURNITURE SCHEDULE:
Manukau Precinct Project
June2012
Prepared for Ministry of Justice
Drawing Landscape Plan
Scale 1:500 (A3)
Job no 1006
Drawing no SK0-02
Issue 4


MANUKAU PRECINCT PROJECT - MAIN PROJECT
30 MANUKAU STATION ROAD
PROPOSED KERB AND PAVEMENT LAYOUT PLAN
SHEET 1 OF 2
90% DETAILED DESIGN
206707
1:250
N-C-300
B
MINISTRY OF JUSTICE
Tāhū o te Ture
aurecon
www.aurecongroup.com
PROPOSED ROAD
MANUKAU TRANSPORT HUB WORKS BOUNDARY

CLIST CRESCENT
MANUKAU PRECINCT PROJECT - MAIN PROJECT
30 MANUKAU STATION ROAD
PROPOSED KERB AND PAVEMENT LAYOUT PLAN
SHEET 2 OF 2
90% DETAILED DESIGN
NOT FOR CONSTRUCTION
2067/07
N-C-301
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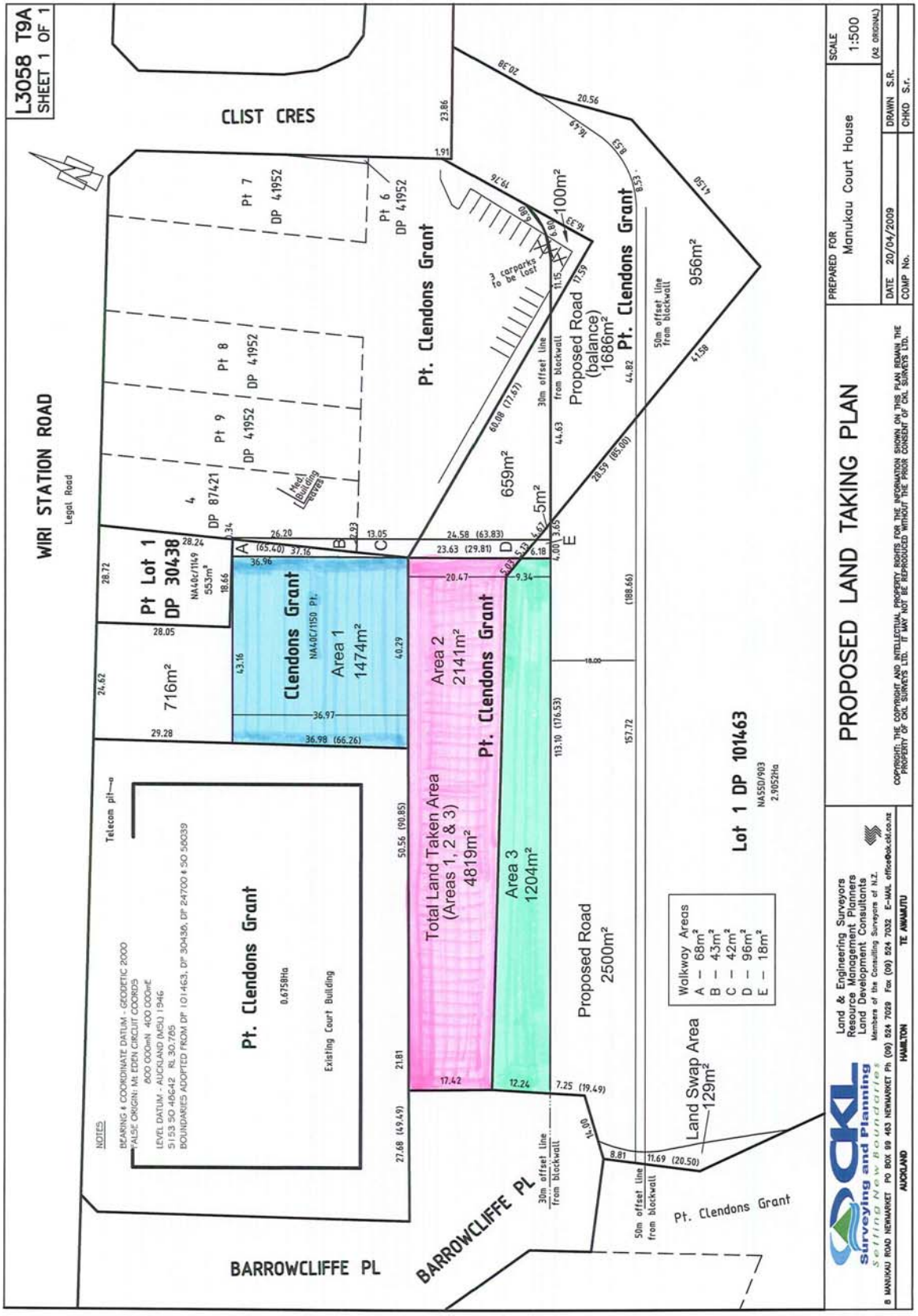
MINISTRY OF JUSTICE
aurecon
www.aurecongroup.com
PROPOSED ROAD
REFER TO DRW N-C-300 FOR CONTINUATION


L3058 T9A
SHEET 1 OF 1
PROPOSED LAND TAKING PLAN
WIRI STATION ROAD
Legal Road
CLIST CRES
BARROWCLIFFE PL
Pt Lot 1 DP 30438
716m²
Clendons Grant
Area 1 1474m²
Area 2 2141m²
Area 3 1204m²
Total Land Taken Area (Areas 1, 2 & 3) 4819m²
Pt. Clendons Grant
Proposed Road 2500m²
Proposed Road (balance) 1686m²
Pt. Clendons Grant
659m²
956m²
100m²
Lot 1 DP 101463
NA550/903
2.9052Ha
Land Swap Area 129m²
Walkway Areas
A — 68m²
B — 43m²
C — 42m²
D — 96m²
E — 18m²
Pt. Clendons Grant
0.6758Ha
Existing Court Building
Telecom pit
Pt 7 DP 41952
Pt 6 DP 41952
Pt 8 DP 41952
Pt 9 DP 41952
4 DP 87421
3 carparks to be Lost
Proposed Building Envelope
30m offset Line from blockwall
50m offset Line from blockwall
NOTES
BEARING & COORDINATE DATUM - GEODETIC 2000
FALSE ORIGIN: Mt EDEN CIRCUIT COORDS
000 000mN 400 000mE
LEVEL DATUM - AUCKLAND (MSL) 1946
51.53 SO 40642 - RL 30.705
BOUNDARIES ADOPTED FROM DP 101463, DP 30438, DP 24700 & SO 58039
Land & Engineering Surveyors
Resource Management Planners
Land Development Consultants
Members of the Consulting Surveyors of N.Z.
8 MANUKAU ROAD NEWMARKET PO BOX 99 483 NEWMARKET Ph (09) 524 7029 Fax (09) 524 7032 E-MAIL office@akl.co.nz
AUCKLAND HAMILTON TE AWAMUTU
PREPARED FOR Manukau Court House
DATE 20/04/2009
COMP No.
DRAWN S.R.
CHKD S.r.
SCALE 1:500 (A2 ORIGINAL)
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SCHEDULE 5A8: CONDITIONS ON DESIGNATION No 190 — REGIONAL BOTANIC GARDENS

Parking, Access and Vehicle Circulation Conditions

1.0 General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule. Developments and redevelopments within the designation which comply with the Performance Standards within this schedule shall be a Permitted Activity.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall require a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the Proposed District Plan specified in the appropriate clause of this condition.

2.0 Access to the Primary Road Network

This clause of the condition applies to Designations No. 190 which has frontage to the primary road network.

(i) In accordance with Rule 8.10.3(b) of the District Plan, any activity within the designation requiring a vehicle access point to be constructed onto the primary road network or within 50 metres of the projected road boundary of an intersection onto the urban primary road network, requires a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the appropriate Assessment Criteria contained within Rule 8.12.2 of the District Plan.

3.0 Performance Standards — Design of Access to Road Network

3.1 Vehicle Crossing Design

(a) Vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one-way	3.0 metres	6.0 metres
two-way	3.0 metres	9.0 metres

3.2 Gradients

The grade of vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

3.3 Prohibited Areas

No vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

3.4 Separation of Driveways

The following minimum separation distances shall apply to vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the applicant's side of property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

3.5 Swept Paths

All vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane.

3.6 Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

3.7 Impact on Street Furniture, Street Trees and Traffic Signs

No vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

3.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council will have regard to assessment criteria in Rule 8.11.8 of the District Plan.

4.0 Performance Standards — Parking and Vehicle Circulation

4.1 Provision of Parking

4.1.1 Number of Parking Spaces to be Provided

(a) The number of parking spaces to be provided shall be determined in accordance with Rule 8.27 Schedule 8A of the District Plan.

(b) When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

4.1.2 Diminution of Land Available

The parking area that is made available about a building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity, but a private garage may be erected.

4.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

4.1.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.2 of the Manukau District Plan.

4.2 Provision of Loading Space

4.2.1 Any activity within the designation which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

4.2.2 Part of any yard of a site may be used to provide a loading space for any site provided that the loading space and method of loading shall at no time:

(a) cause the footpath or access to the rear of the site or access to an adjacent property to be blocked; or

(b) create a traffic hazard on the road.

4.2.3 Number of Loading Spaces to be Provided

The number of loading spaces to be provided in respect of any of the following uses on any particular site shall be determined according to the following table:

GROSS FLOOR AREA OF ACTIVITY (SQUARE METRES)	NUMBER OF OFF-ROAD LOADING SPACES TO BE PROVIDED
0–20,000 20,001–50,000 Over 50,000	1 2 2 + 1 for every additional 25,000m^2 of gross floor area

4.2.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clause 4.2.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.4 of the District Plan

4.3 Design of Parking and Circulation Areas

All parking in the form of a parking lot or a parking building, shall conform with layout, access and any other requirements of this condition.

4.3.1 Vehicle Dimensions

Each parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.3.2 Reverse Manoeuvring

All parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.3.3 Vehicle Queuing

Sites shall be laid out in such a way that vehicles using or waiting to use on site facilities shall not queue into the adjoining road or obstruct entry to or exit from the site.

The minimum distance between any such facility and the mid point of the property boundary edge of any vehicle crossing to the site shall be 12 metres (the property boundary having been adjusted for any proposed road widening).

4.3.4 Design and Constructional Details

All public and private parking areas shall comply with the following requirements:

(a) The parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the Permitted Activity of that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The parking area shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate access driveways and pedestrian areas within public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) Parking areas and signs and markings shall be maintained by the owner or occupier so that at all times they remain legible and available for use by vehicles.

(f) All parking spaces provided to meet the requirements of clause 4.1.1 of this condition shall be right angled parking spaces.

(g) The design and layout of parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any parking space or exit any parking aisle in the event that the parking spaces within the aisle are occupied.

(h) Where there are several separate parking areas within a site (or sites where joint parking areas are involved), then internal vehicular access between the parking areas shall be provided so that vehicles do not have to use the adjoining road network to travel between carparks.

4.3.5 Provisions for Disabled Persons

Where it is proposed to establish the use of any land or erect any building and that use or building is listed in Section 25 of the Disabled Persons Community Welfare Act 1975 carparking spaces for the exclusive use of vehicles driven by persons with disabilities or any person accompanying a person or persons with disabilities, shall be provided as follows:

(a) no fewer than one carparking spaces for the disabled shall be provided where the total number of carparking spaces is between 1 and 10; no fewer than two carparking

spaces for the disabled shall be provided where the total number of parking spaces is between 11 and 99; and one additional carparking spaces for the disabled for each additional 50 parking spaces or part thereof.

(b) Such carparking space or spaces shall be credited towards the number of carparking spaces required.

(c) Such carparking spaces shall be designed in accordance with the requirements of the New Zealand Standard Specification 4121 (1985). Access from such carparking spaces to buildings shall also be designed in accordance with these standards and carparking spaces shall be so located to ensure that the distance to be traversed is as short as possible.

4.3.6 Design of Loading Spaces

(a) Location

A loading space or loading spaces shall be so located as to fulfill the purpose for which loading is required in relation to the functional design of the building and the area and shape of the site. The extent of the area required for manoeuvring in respect of any loading space shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. In determining that area there shall be taken as a minimum guide the 90 percentile truck tracking curve shown in Figure 8.8 of the District Plan;

(b) Loading Docks Fronting Roads or Service Lanes

The minimum dimensions for a loading dock fronting directly on to a road or service lane shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. As a minimum guide they shall be 3.5m wide by 3.5m high by 7.5m deep measured from the road or service lane boundary of the site. In the case of a loading dock to be used by articulated vehicles the dock shall not be less than 11m deep measured from the road or service lane boundary of the site.

(c) Reverse Manoeuvring

Except for loading areas with access to a cul-de-sac or service lane, all loading areas shall be designed to ensure that the vehicles using them are not required to reverse either onto or off the site and are not required to execute more than a three point turn to exit the site (based on the appropriate truck tracking curve).

In complying with the above the truck tracking curve shall not track over any defined parking spaces required to satisfy Performance Standard 1 of this condition or require a vehicle to reverse more than 30 metres on site.

4.3.7 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.3.1 to 4.3.6 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.8 of the District Plan

4.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the parking requirement in respect of the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Council may instead of enforcing the provision, accept payment of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively Council may elect to accept a sum based on the cost of providing any parking shortfall on land in the vicinity of the

site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

(b) Any payment made under subsection (a) of this rule shall contribute to satisfying the requirements of the scheme for parking provision in respect of the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as, is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure.

(c) When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites for which cash in lieu of parking has been accepted.

4.5 Traffic Management Works

The Council shall assess any Outline Plan of Works or any resource consent under 1.0(ii) and 2.0(i) of this condition submitted by the requiring authority for any development or redevelopment of the designated site having regard to the potential transportation related effects of the development.

The requiring authority shall be required to meet the reasonable costs of all access and traffic management works (including any additional land required to accommodate these works) associated with an activity on the designated site to the extent that such works are required to meet safety, access, egress, or amenity considerations related to the activity or where the works are required to mitigate the likely adverse effects from the activity on the safety or operation of the transport network.

SCHEDULE 5A9: CONDITIONS ON DESIGNATION No 195 (GREENMOUNT REFUSE DISPOSAL)

A. General

(i) That any new development or redevelopment within the designation complies with the performance standards set out within this condition. Developments and redevelopments within the designation which comply with the Performance Standards within this condition shall be a Permitted Activity.

(ii) Any developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall require a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall restrict the exercise of its discretion to matters specified in Chapter 8 and will have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition.

B. Access to the Primary Road Network

This clause of the condition applies to that part of designation 195 that has frontage to the primary road network.

(i) In accordance with Rule 8.10.3(b) of the District Plan, any activity within the designation requiring a vehicle access point to be constructed onto the primary road network or within 50 metres of the projected road boundary of an intersection onto the urban primary road network, requires a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall restrict the exercise of its discretion to matters contained in 8.12.2.1 and will have regard to the appropriate Assessment Criteria contained within Rule 8.12.2.3 of the District Plan.

1.0 Performance Standards — Design of Access to Road Network

1.1 Vehicle Crossing Design

(a) Vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one-way	3.0 metres	6.0 metres
two-way	3.0 metres	9.0 metres

1.2 Gradients

The grade of vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

1.3 Prohibited Areas

No vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

1.4 Separation of Driveways

The following minimum separation distances shall apply to vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the applicant's side of property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

1.5 Swept Paths

All vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane.

1.6 Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

1.7 Impact on Street Furniture, Street Trees and Traffic Signs

No vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

1.8 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 1.1 to 1.7 of this condition, Council restricts the exercise its discretion to matters specified in Rule 8.11.8.1 and will have regard to the Assessment Criteria contained within Rule 8.11.8.3 of the Manukau District Plan.

2.0 Performance Standards — Parking and Vehicle Circulation

2.1 Provision of Parking

2.1.1 Number of Parking Spaces to be Provided

(a) The number of parking spaces to be provided shall be determined in accordance with Rule 8.27 Schedule 8A of the District Plan.

(b) When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

2.1.2 Diminution of Land Available

The parking area that is made available about a building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity, but a private garage may be erected.

2.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

2.1.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 2.1.1 to 2.1.3 of this condition, Council shall restrict the exercise of its discretion to matters specified in rule 8.24.2.1 and will have regard to the Assessment Criteria contained within Rule 8.24.2.3 of the District Plan

2.2 Provision of Loading Space

2.2.1 Any activity within the designation that generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

2.2.2 Part of any yard of a site may be used to provide a loading space for any site provided that the loading space and method of loading shall at no time:

(a) cause the footpath or access to the rear of the site or access to an adjacent property to be blocked; or

(b) create a traffic hazard on the road.

2.2.3 Number of Loading Spaces to be Provided

The number of loading spaces to be provided in respect of any of the following uses on any particular site shall be determined according to the following table:

GROSS FLOOR AREA OF ACTIVITY (SQUARE METRES)	NUMBER OF OFF-ROAD LOADING SPACES TO BE PROVIDED
0–20,000 20,001–50,000 Over 50,000	1 2 2 + 1 for every additional 25,000m^2 of gross floor area

2.2.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clause 2.2.3 of this condition, Council shall restrict the exercise of its discretion to matters specified in rule 8.24.4.1 and will have regard to the Assessment Criteria contained within Rule 8.24.4 of the District Plan

2.3 Design of Parking and Circulation Areas

All parking in the form of a parking lot or a parking building, shall conform with layout, access and any other requirements of this condition.

2.3.1 Vehicle Dimensions

Each parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

2.3.2 Reverse Manoeuvring

All parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

2.3.3 Vehicle Queuing

Sites shall be laid out in such a way that vehicles using or waiting to use on site facilities shall not queue into the adjoining road or obstruct entry to or exit from the site.

The minimum distance between any such facility and the mid point of the property boundary edge of any vehicle crossing to the site shall be 12 metres (the property boundary having been adjusted for any proposed road widening).

2.3.4 Design and Constructional Details

All public and private parking areas shall comply with the following requirements:

(a) The parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the Permitted Activity of that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The parking area shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate access driveways and pedestrian areas within public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) Parking areas and signs and markings shall be maintained by the owner or occupier so that at all times they remain legible and available for use by vehicles.

(f) All parking spaces provided to meet the requirements of clause 2.1.1 of this condition shall be right angled parking spaces.

(g) The design and layout of parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any parking space or exit any parking aisle in the event that the parking spaces within the aisle are occupied.

(h) Where there are several separate parking areas within a site (or sites where joint parking areas are involved), then internal vehicular access between the parking areas shall be provided so that vehicles do not have to use the adjoining road network to travel between carparks.

2.3.5 Provisions for Disabled Persons

Where it is proposed to establish the use of any land or erect any building and that use or building is listed in Section 25 of the Disabled Persons Community Welfare Act 1975 carparking spaces for the exclusive use of vehicles driven by persons with disabilities or any person accompanying a person or persons with disabilities, shall be provided as follows:

(a) no fewer than one carparking spaces for the disabled shall be provided where the total number of carparking spaces is between 1 and 10; no fewer than two carparking

spaces for the disabled shall be provided where the total number of parking spaces is between 11 and 99; and one additional carparking spaces for the disabled for each additional 50 parking spaces or part thereof.

(b) Such carparking space or spaces shall be credited towards the number carparking spaces required.

(c) Such carparking spaces shall be designed in accordance with the requirements of the New Zealand Standard Specification 4121 (1985). Access from such carparking spaces to buildings shall also be designed in accordance with these standards and carparking spaces shall be so located to ensure that the distance to be traversed is as short as possible.

2.3.6 Design of Loading Spaces

(a) **Location**

A loading space or loading spaces shall be so located as to fulfil the purpose for which loading is required in relation to the functional design of the building and the area and shape of the site. The extent of the area required for manoeuvring in respect of any loading space shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. In determining that area there shall be taken as a minimum guide the 90 percentile truck tracking curve shown in Figure 8.8 of the District Plan;

(b) **Loading Docks Fronting Roads or Service Lanes**

The minimum dimensions for a loading dock fronting directly on to a road or service lane shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. As a minimum guide, they shall be 3.5m wide by 3.5m high by 7.5m deep measured from the road or service lane boundary of the site. In the case of a loading dock to be used by articulated vehicles, the dock shall not be less than 11m deep measured from the road or service lane boundary of the site.

(c) **Reverse Manoeuvring**

Except for loading areas with access to a cul-de-sac or service lane, all loading areas shall be designed to ensure that the vehicles using them are not required to reverse either onto or off the site and are not required to execute more than a three point turn to exit the site (based on the appropriate truck tracking curve). In complying with the above the truck tracking curve shall not track over any defined parking spaces required to satisfy Performance Standard 1 of this condition or require a vehicle to reverse more than 30 metres on site.

2.3.7 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 2.3.1 to 2.3.6 of this condition, Council shall restrict the exercise of its discretion to matters specified in rule 8.24.4.1 and will have regard to the Assessment Criteria contained within Rule 8.24.8. of the District Plan

2.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the parking requirement in respect of the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Council may instead of enforcing the provision, accept payment of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively Council may elect to accept a sum based on the cost of providing any parking shortfall on land in the vicinity of the

site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

(b) Any payment made under subsection (a) of this rule shall contribute to satisfying the requirements of the scheme for parking provision in respect of the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as, is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure.

(c) When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites for which cash in lieu of parking has been accepted.

2.5 Traffic Management Works

The Council shall assess any Outline Plan of Works or any resource consent under (ii) and (ii) of this condition submitted by the requiring authority for any development or redevelopment of the designated site having regard to the potential transportation related effects of the development.

The requiring authority shall be required to meet the reasonable costs of all access and traffic management works (including any additional land required to accommodate these works) associated with an activity on the designated site to the extent that such works are required to meet safety, access, egress, or amenity considerations related to the activity or where the works are required to mitigate the likely adverse effects from the activity on the safety or operation of the transport network.

SCHEDULE 5A10: PLAN SHOWING BOUNDARIES OF DESIGNATION 202 — UMUPUIA ESPLANADE RESERVE — PUBLIC OPEN SPACE FOR PASSIVE OUTDOOR INFORMAL RECREATION PURPOSES

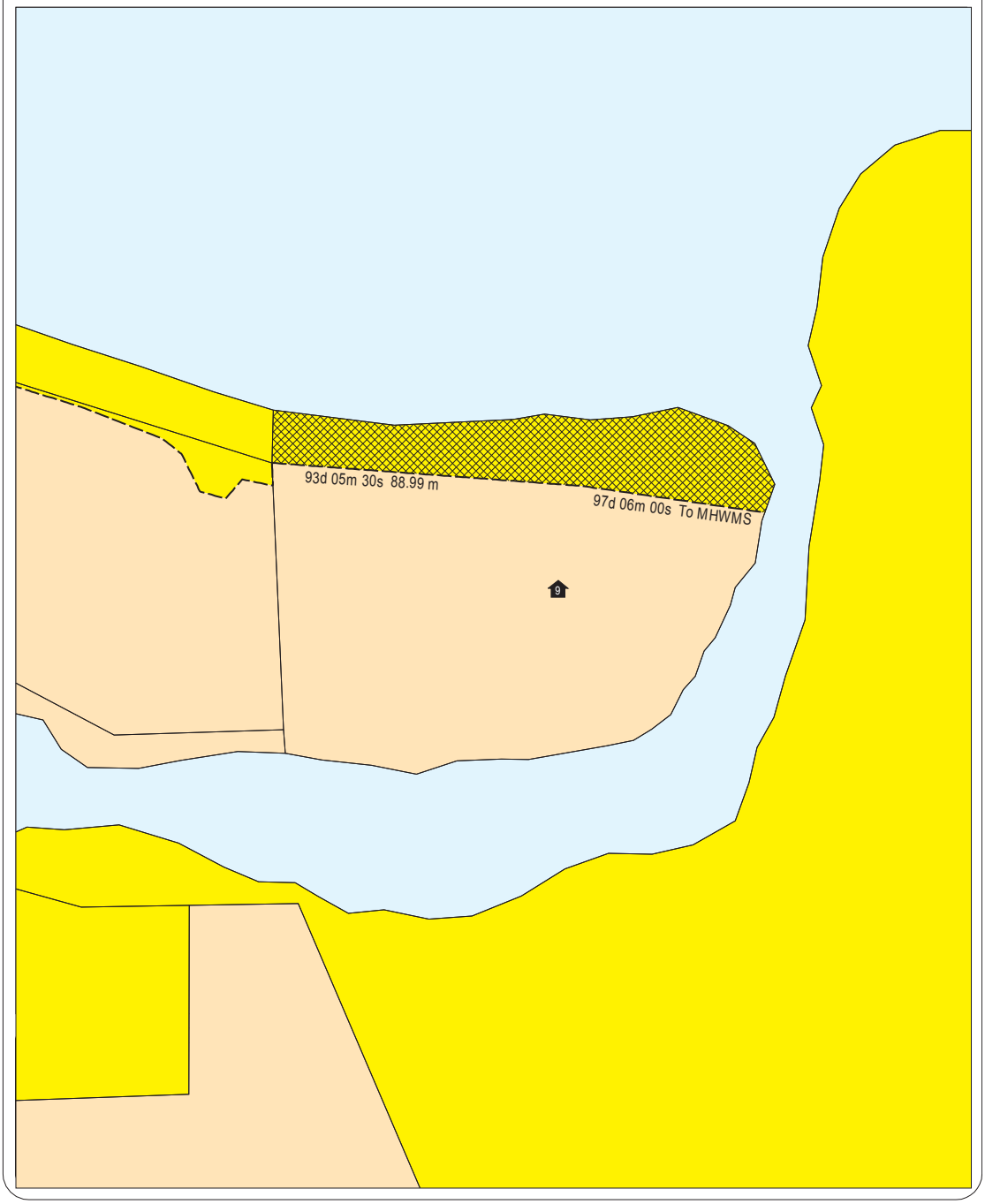
DIAGRAM C

N

Modification of the area of Lot1 DP 93160 subject to Designation 202

REFER PLANNING MAP 64
CLEVEDON WARD

sketch325.aml



SCHEDULE 5A11: CONDITIONS ON DESIGNATION No 222 (CEMETERY), 223(CREMATORIUM) AND No 227 (MANUKAU CITY COUNCIL DEPOT)

1.0 General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall require a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition.

2.0 Access to the Primary Road Network

This clause of the condition applies to designations Nos. 222, 223, 227 which have frontage to the primary road network.

(i) In accordance with Rule 8.10.3(b) of the District Plan, any activity within the designation requiring a vehicle access point to be constructed onto the primary road network or within 50 metres of the projected road boundary of an intersection onto the urban primary road network, requires a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall restrict the exercise of its discretion to matters specified in Rule 8.12.2.1 and shall have regard to the appropriate Assessment Criteria contained within Rule 8.12.2.3 of the District Plan.

3.0 Performance Standards — Design of Access to Road Network

3.1 Vehicle Crossing Design

(a) Vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one-way	3.0 metres	6.0 metres
two-way	3.0 metres	9.0 metres

3.2 Gradients

The grade of vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

3.3 Prohibited Areas

No vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

3.4 Separation of Driveways

The following minimum separation distances shall apply to vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the applicant's side of property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

3.5 Swept Paths

All vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane.

3.6 Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

3.7 Impact on Street Furniture, Street Trees and Traffic Signs

No vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

3.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council restricts the exercise of its discretion to matters specified in Rule 8.11.8.1 and will have regard to assessment criteria in Rule 8.11.8.3 of the District Plan.

4.0 Performance Standards — Parking and Vehicle Circulation

4.1 Provision of Parking

4.1.1 Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause of the number of parking spaces to be provided in accordance with Rule 8.27 Schedule 8A of the District Plan.

(b) When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

4.1.2 Diminution of Land Available

The parking area that is made available about a building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity, but a private garage may be erected.

4.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

4.1.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.2 of the District Plan

4.2 Provision of Loading Space

4.2.1 Any activity within the designation which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

4.2.2 Part of any yard of a site may be used to provide a loading space for any site provided that the loading space and method of loading shall at no time:

(a) cause the footpath or access to the rear of the site or access to an adjacent property to be blocked; or

(b) create a traffic hazard on the road.

4.2.3 Number of Loading Spaces to be Provided

The number of spaces to be provided in respect of any of the following uses on any particular site shall be determined according to the following table:

4.2.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clause 4.2.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.4 of the District Plan

4.3 Design of Parking and Circulation Areas

All parking in the form of a parking lot or a parking building, shall conform with layout, access and any other requirements of this condition.

4.3.1 Vehicle Dimensions

Each parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.3.2 Reverse Manoeuvring

All parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.3.3 Vehicle Queuing

Sites shall be laid out in such a way that vehicles using or waiting to use on site facilities shall not queue into the adjoining road or obstruct entry to or exit from the site.

The minimum distance between any such facility and the mid point of the property boundary edge of any vehicle crossing to the site shall be 12 metres (the property boundary having been adjusted for any proposed road widening).

4.3.4 Design and Constructional Details

All public and private parking areas shall comply with the following requirements:

(a) The parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the Permitted Activity of that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The parking area shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate access driveways and pedestrian areas within public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) Parking areas and signs and markings shall be maintained by the owner or occupier so that at all times they remain legible and available for use by vehicles.

(f) All parking spaces provided to meet the requirements of clause 4.3.1 of this condition shall be right angled parking spaces.

(g) The design and layout of parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any parking space or exit any parking aisle in the event that the parking spaces within the aisle are occupied.

(h) Where there are several separate parking areas within a site (or sites where joint parking areas are involved), then internal vehicular access between the parking areas shall be provided so that vehicles do not have to use the adjoining road network to travel between carparks.

SCHEDULE 5A12: DESCRIPTION AND CONDITIONS ON DESIGNATION 231 AUCKLAND INTERNATIONAL AIRPORT: LAND USE

PART ONE: DESCRIPTION

1. The land to which this designation applies ("the designated area") may be used for the purposes in 2 and 3 below, subject to the conditions set out in Part Two.

2. In areas A and B shown on Figure 1[1] of this designation, activities for the operation of Auckland International Airport ("the Airport") including aircraft operations, runways, taxies and other aircraft movement areas, aprons, terminals, rescue facilities, navigation and safety aids, maintenance and servicing facilities, catering facilities, freight facilities, quarantine and incineration facilities, fuelling facilities and associated offices, stormwater facilities, roads, monitoring activities, site investigation activities, vehicle parking and storage, rental vehicles, vehicle valet activities, public transport facilities, landscaping, flags, signs and all related construction and earthwork activities.

3. In area B shown on Figure 1[1] of this designation, the following commercial, retail and recreational activities which are not in Condition 2, above:

   (a) travellers accommodation which is connected with the operation of the Airport:

   (b) conference facilities ancillary to the use of the Airport:

   (c) child care facilities ancillary to the use or administration of the Airport:

   (d) medical facilities ancillary to the use of the Airport:

   (e) offices used in connection with the Airport or its administration:

   (f) recreational facilities ancillary to the use of the Airport:

   (g) restaurants and takeaway food facilities ancillary to the use of the Airport:

   (h) retail and industrial activities which are ancillary to and in connection with the use of the Airport:

   (i) landscaping, construction and earthwork activities for the activities in clauses (a) to (h) of this Condition:

   (j) signs for any of the activities in clauses (a) to (h) of this Condition.

PART TWO: CONDITIONS ATTACHING TO THIS DESIGNATION

4. For the purposes of this designation, unless the context otherwise requires:

   "Activity Sensitive to Aircraft Noise" or **"ASAN"** means household units, minor household units, pre-schools/education facilities, schools, other educational facilities, child care centres and other care centres, residential centres, hospitals, other health care facilities, rest homes and other homes for the aged.

   "Aircraft Operations" means:

   - the landing and take-off of any aircraft;

- the taxiing of aircraft associated with landing and take-off and other surface movements of aircraft for the purpose of taking an aircraft from one part of the Airport to another;

- aircraft flying along any Flight Path,

within the designated area, and, for the purpose of the conditions of this designation, within the designated area or:

- the HANA, MANA or ANNA; or

- the area of the Control Zone surrounding the Airport shown on Figure 21 (Control Zone) of this designation.

"Aircraft Noise Notification Area" or **"ANNA"** is an area that is outside the HANA and MANA and that will have future noise levels between Ldn 55 dBA and Ldn 60 dBA; and is shown in green on Figure 3[1] (Aircraft Noise Areas) of this designation.

"Aircraft Noise Community Consultative Group" or **"ANCCG"** is that group referred to in Condition 9(a).

"Air Shows" for the purpose of Condition 8 means a sequence of unscheduled Aircraft Operations of a maximum of three days duration, occurring at a frequency not exceeding one per year, which is organised to provide a spectacle for members of the public.

"Annual Aircraft Noise Contour" or **"AANC"** means an Ldn contour published by AIAL annually as a prediction of noise from Aircraft Operations for the following 12 months (excluding noise excepted from the limit in Conditions 6 and 6A, by virtue of Condition 8 of this designation). The prediction is based on monitoring undertaken in accordance with Condition 6(d).

"Auckland International Airport Limited" or **"AIAL"** is the requiring authority under this designation.

"Audit Group" is the certifier group referred to in Condition 6A, and shall comprise three suitably qualified independent persons, to be proposed by AIAL and approved by the Council.

Explanatory Note to Definition of Audit Group

It is likely that among the three persons suitable for membership of the Audit Group will be an internationally recognised aviation consultant specialising in airport planning and possibly a representative of Airways Corporation of New Zealand. The skills needed for the Audit Group will relate to the particular circumstances it is to be asked to consider and certify. Therefore, over time, the composition of the Audit Group may change.

"Council" means the Manukau City Council or any committee, sub-committee, or person to whom the relevant powers, duties and discretions of the Council have been delegated lawfully.

"Existing Building" means any building:

- existing at 10 December 2001 for an ASAN; or

- for which a resource consent for an ASAN has been granted by 10 December 2001; or

- shown on an outline plan that has been lodged with the Council under section 176A of the Resource Management Act 1991 ("RMA") and is beyond challenge.

1. Figures referred to in this designation are found in Appendix 2H to the Planning Maps

"Flight Path" means the actual path of an aircraft in flight, following take-off from or prior to landing at the Airport, for so long as that aircraft remains subject to air traffic control at the Airport.

"Future Aircraft Noise Contour" or **"FANC"** means each of the long term predicted noise contours shown on Figure 4[1] (Future Aircraft Noise Contours) of this designation.

"High Aircraft Noise Area" or **"HANA"** is the area outside the designated area that will have future noise levels greater than Ldn 65 dBA and is shown in purple on Figure 3[1] (Aircraft Noise Areas) of this designation.

"INM" means United States of America Federal Aviation Authority Integrated Noise Model.

"Ldn Contour" means a line connecting points of equal day/night sound level (Ldn dBA).

"Moderate Aircraft Noise Area" or **"MANA"** comprises two areas (one being around the HANA) that will have future noise levels between Ldn 60 dBA and Ldn 65 dBA. The two areas are shown in orange on Figure 3[1] (Aircraft Noise Areas) of this designation.

"Noise Management Plan" or **"NMP"** means the noise management plan described in Condition 9.

"Noise Minimisation Procedures" includes:

- procedures and measures adopted to ensure compliance with noise limits for:
  - Aircraft Operations in Condition 6; and
  - Engine Testing on Aircraft in Condition 13;
- Civil Aviation Authority ("CAA") noise rules applicable to the Airport from time to time;
- voluntary or self imposed procedures or measures for the reduction of aircraft noise.

Explanatory Note to Definition of Noise Minimisation Procedures

The CAA noise rules applicable to the Airport as at 31 March 2001 are contained in the Civil Aviation Rules Part 93 "Special Aerodrome Traffic Rules and Noise Abatement Procedures" published by the Civil Aviation Authority of New Zealand. Those rules may change from time to time.

"Non-Jet Aircraft" means any aircraft that is not a turbo-jet or a turbo-fan powered aircraft. For the avoidance of doubt turbo-prop aircraft are non-jet aircraft.

"Operational Length" is the length of Runway available and suitable for the ground run of an aircraft taking off, in accordance with the Civil Aviation Advisory Circular 139-06A dated 1 May 1993, called the "Take-Off Run Available" or "TORA".

"Principal Living Room" means the room which the owner identifies as the principal living room.

"Runway" means a defined rectangular area on a land aerodrome prepared for the landing and take- off of aircraft.

"Working Days" are those days defined by the RMA.

Runway System

4A. The following limitations in this Condition apply to all runways:

(a) Subject to clause (c) of this Condition, the number of runways shall not exceed two.

(b) In addition to the existing runway ("Existing Runway"), a second runway ("Northern Runway") may be developed within the area marked "Northern Runway" shown on Figure 1[1] of this designation.

(c) Nothing in this Condition shall preclude the use of the taxiway of the Existing Runway for the take-off and landing of aircraft (ie, as a runway) in substitution for the Existing Runway:

- where the Existing Runway is under repair; or
- in an emergency.[2]

5. (a) The provisions in this Condition apply to the Northern Runway:

- the runway shall be constructed in a minimum of two stages with the first stage having a maximum Operational Length of 1200 metres. However, elements of a longer runway, such as earthworks and drainage, may be undertaken at the same time as the construction of the first stage of not more than 1200 metres Operational Length;
- the Operational Length of the runway shall not exceed 2150 metres;
- the runway shall be entirely located to the west of the alignment of George Bolt Memorial Drive (taking that alignment as it exists at 1 June 2000);
- the second or any subsequent stages of construction of the runway shall be subject to the process of public consultation as provided for in Condition 17A.

(b) The provisions of section 176A of the RMA shall apply to the construction, reconstruction, extension or replacement of the Northern Runway.

5A. Non-Jet Aircraft using the Northern Runway between the hours of 11.00pm and 6.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 6.00am, shall not depart to or arrive from the east except in cases of:

(a) aircraft landing or taking off in an emergency:

(b) emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency:

(c) the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983:

(d) Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway:

(e) Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway.

1. Figures referred to in this designation are found in Appendix 2 to the Planning Maps
2. Use of the taxiway as a runway will be subject to approval under the Civil Aviation Act 1990.

Explanatory Note for Conditions 5 & 5A – Northern Runway

Length of Runway

AIAL has advised the Council that:

- the Northern Runway is not intended to have an Operational Length in excess of 1200 metres or be used for other than small Non-Jet Aircraft (such as the Banderainte and Fairchild Metroliner which can carry up to 20 passengers) unless and until the need arises and after a process of public consultation as provided for in Condition 17A, below:

- the Northern Runway will be constructed in stages, with the initial stage being a runway with an Operational Length of 1200 metres:

- any subsequent stage(s) will not necessarily be located on the same centreline.

In addition, it should be noted that:

(i) subject to the provisions of section 176A of the RMA, the Audit Group certification, staging and public consultation requirements in this designation, there is nothing within this designation that limits AIAL's right under this designation to construct the Northern Runway to an Operational Length of 2150 metres at any time during the life of this district plan:

(ii) the public consultation processes are not designed to restrict AIAL's rights under this designation; rather they are intended to inform the public of AIAL's intentions and to give AIAL the opportunity to consider and act upon any comments made by the public about the proposal:

(iii) the construction of the first stage of the Northern Runway may include elements of a longer runway such as earthworks and drainage, which are desirable for safety, technical or commercial reasons to be undertaken at the same time:

Night-Time Restriction

(iv) throughout the life of this district plan it is AIAL's clear intention to maximise the use of the Existing Runway at night and as a result, during the lifetime of this district plan, Non-Jet Aircraft using the Northern Runway between the hours of 11.00pm and 6.00am, and jet aircraft using the Northern Runway between the hours of 10.00pm and 6.00am, are not permitted to depart to or arrive from the east except within the limited exceptions provided for in this Condition:

(v) for the avoidance of doubt, the need or otherwise for a similar night time restriction on use of the Northern Runway in any subsequent district plan will be assessed at the relevant time, and the presence of this Condition on this designation is not intended as an indication that such a condition will or will not be appropriate in any future designation for the Airport.

Noise from Aircraft Operations

6. Subject to Conditions 6A and 7 below, noise from Aircraft Operations shall not exceed a noise limit of:

(a) A Day/Night Level (Ldn) of 65 dBA anywhere within the Manukau City district which is outside that area included within the HANA and the designated area. For the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average; and

(b) A Day/Night Level (Ldn) of 60 dBA anywhere within the Manukau City district which is outside that area included within the HANA and the MANA and the designated area. For the purpose of this control, aircraft noise shall be calculated as a 12 month rolling logarithmic average using the INM and records of actual Aircraft Operations.

(c) For the avoidance of doubt, in circumstances where the Day/Night Level (Ldn) in clauses (a) and (b) of this Condition both apply, the Day/Night Level (Ldn) in clause (b) shall prevail.

(d) In addition, AIAL shall:

(i) monitor noise from Aircraft Operations at a minimum of three locations associated with the Existing Runway which are as near as practicable to the boundary of the HANA to obtain an accurate reading so as to demonstrate compliance with (a) above;

(ii) monitor noise from Aircraft Operations at a minimum of two locations associated with the Northern Runway so as to demonstrate compliance with (b) above. The required monitoring may be undertaken at points in the MANA and then by calculating the corresponding noise level at the MANA boundary;

(iii) use the INM and noise monitoring data to calculate whether noise from Aircraft Operations complies with (b) above;

(iv) calculate noise levels at every other location necessary to ensure compliance with this Condition and with Condition 10;

and shall provide a detailed written report to the Council every 12 months describing and interpreting the results of the monitoring and describing and explaining the calculations and findings.

Interim Noise Control on Northern Runway

6A (a) Subject to clauses (b) and (c) of this Condition, noise from Aircraft operations associated with the Northern Runway shall not exceed Ldn 55 dBA at the intersection of the Northern Runway centreline and State Highway 20. For the purpose of this control, compliance may be assessed by measuring aircraft noise at an alternative location (closer to the Airport) and calculating the corresponding noise level at the intersection of the Northern Runway centreline and State Highway 20. In addition, for the purpose of this control, aircraft noise shall be measured in accordance with NZS 6805:1992 and calculated as a 12 month rolling logarithmic average.

The measurements and calculations for any such assessment shall be produced by AIAL if requested by the ANCCG and, if required by the ANCCG, shall be subject to independent review and verification.

(b) Clause (a) of this Condition shall not apply from the date of receipt by the Council of a certificate from the Audit Group together with a report prepared in accordance with clause (c) below, certifying that, in the Audit Group's opinion, any of the following circumstances apply:

(i) The average delay per aircraft using the Existing Runway over a 12 month period (on a 24 hour per day basis and under all weather conditions) is predicted to exceed four minutes per movement within the next five years. Provided however, that any movement of an aircraft which would be able to use the Northern Runway within the 2150 metres maximum Operational Length of the Northern Runway and within the Ldn 55 dBA at SH20 control, shall be excluded from the average delay calculation.

(ii) The average delay per aircraft using the Existing Runway during the peak hour of the 95 percentile (18th busiest) day over a 12 month period (on a 24 hour per day basis and under all weather conditions) is predicted to exceed 15 minutes per movement within the next five years. Provided however, that any movement of an aircraft which would be able to use the Northern Runway within the 2150 metres maximum Operational Length of the Northern Runway and within the Ldn 55 dBA at SH20 control, shall be excluded from the average delay calculation.

(iii) The percentage of the cumulative total of landings and take-offs on the Existing Runway over a 12 month period (on a 24 hour per day basis and under all weather conditions) delayed by more than 15 minutes is predicted to exceed 1% (of the cumulative total) within the next five years. Provided however, that any landing or take-off of an aircraft which would be able to use the Northern Runway within the 2150 metres maximum Operational Length of the Northern Runway and within the Ldn 55 dBA at SH20 control, shall be excluded from the percentage calculation.

(iv) Any of the three delays in (i) to (iii) above is predicted within the next five years to exceed 80 percent of the relevant criteria above and there is a need to establish, closer to the Northern Runway than to the Existing Runway, a passenger terminal having the ability to handle more than 250,000 passengers per annum.

(v) There is a need to establish new operations, or relocate existing operations, because there are insufficient apron areas or taxiway capacity alongside the Existing Runway, or a new or existing operation requires facilities or services not available at the Existing Runway but which are or can be provided at the Northern Runway.

Explanatory Note to Clause (v):

An example of such an operation would be VLA (Very Large Aircraft) operations taking over existing terminal facilities at the Existing Runway and so requiring new facilities to serve smaller aircraft.

(vi) Rehabilitation works on the Existing Runway require use of the Northern Runway to a level which would exceed the Ldn 55 dBA at SH 20 control to maintain current and projected demand.

(c) The Audit Group shall include, when supplying any certificate to the Council, a report which contains:

- a summary of the information provided to the Audit Group by AIAL; and
- the Audit Group's reasons for the granting of the certificate.

(d) The costs of the Audit Group shall be met by AIAL.

7. Exceedance by up to Ldn 1 dBA of the noise limits in Conditions 6 and 6A is permitted, provided AIAL demonstrates at the request of, and to the satisfaction of, the Council that any such exceedance is due to atypical weather patterns (including wind speed and direction) during the measurement period, such as produced by the El Nino/La Nina climatic oscillation.

8. Aircraft operations described in clauses (a) to (g) of this Condition, below, are excluded from the calculation of the rolling logarithmic average in Conditions 6, 6A and 7 above:

(a) aircraft landing or taking off in an emergency;

(b) emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in a medical emergency;

(c) the operation of unscheduled flights required to meet the needs of a national or civil defence emergency declared under the Civil Defence Act 1983;

(d) Aircraft Operations resulting from an emergency which necessitates the closure of the Existing Runway;

(e) Aircraft Operations resulting from the temporary closure of the Existing Runway for essential maintenance which necessitates the unrestricted use of the Northern Runway;

(f) aircraft using the Airport as a planned alternative to landing at a scheduled airport elsewhere;

(g) air shows.

Noise Management Plan

Consultative Group

9 (a) AIAL shall maintain at its cost, the existing Aircraft Noise Community Consultative Group ("ANCCG") within the Terms of Reference dated March 5, 1997 which are contained in Schedule A (Aircraft Noise Community Consultative Group Terms of Reference) of this designation, or such other terms or amended terms of reference that are approved by the Council.

Noise Management Plan

(b) Within 12 months of this designation becoming operative and without in any way limiting its obligations to fully comply with the conditions attaching to this designation, AIAL shall complete a Noise Management Plan ("NMP") to describe in detail how AIAL proposes to manage the Airport in order to comply with those conditions. The NMP shall also describe, in detail, the following matters:

(i) procedures for the ongoing maintenance and operation of the ANCCG;

(ii) the mechanisms for giving effect to a Noise Monitoring Programme to assess compliance with Conditions 6, 6A and 13. In particular, the following issues shall be addressed:

- location of any noise monitors;
- monitoring, recording and calculation of engine testing noise levels under Condition 13;
- management of the programme by a suitably qualified person;
- presentation of information.

(iii) the relationship between the Trust which is to be established under Condition 11 and the ANCCG, including reporting procedures.

(iv) the ongoing investigations, methods, processes and resources that AIAL proposes to put in place to provide for:

- the reduction of noise levels from all aspects of Aircraft Operations and engine testing; and
- alternative methods of noise management to achieve the reduction of these noise levels.

(v) the Noise Minimisation Procedures.

(vi) the procedures for modifying and enhancing the Noise Minimisation Procedures to take into account:

- any findings made pursuant to any investigation undertaken in accord with (iv) above:
- the need to ensure compliance with all of the requirements of this designation.

(vii) the procedures for reporting to the ANCCG any Aircraft Operations and engine testing activities which:

- contravene a condition of this designation:
- are at variance with AIAL's intentions recorded in the Explanatory Note to Condition 5 and 5A relating to the use of the Northern Runway.

(viii) the procedure for the annual preparation and publication of the Ldn 60 dBA AANC and the Ldn 65 dBA AANC by AIAL, as required by Condition 10B.

(ix) the procedure for the recording, responding and reporting of complaints received in respect of noise from Aircraft Operations, engine testing activities and any other activities generating noise at the Airport.

(x) the dispute resolution procedures, to resolve disputes between AIAL and ANCCG about the contents and implementation of the NMP.

Draft Noise Management Plan

(c) Within six months of this designation becoming operative, AIAL shall prepare a draft of the NMP for presentation to the ANCCG and shall invite the ANCCG for its comments before completing the NMP. The draft NMP shall be subject to the same requirements as the NMP.

Specific Matters in NMP Subject to Council Approval

(d) The dispute resolution procedures referred to in Condition 9(b)(x) shall be to the Council's satisfaction and any subsequent alteration to these procedures shall be subject to the Council's written approval.

Changes to NMP

(e) If AIAL makes any changes to the procedures or other matters recorded in the NMP, it shall forthwith forward an amended copy of the NMP to the Council and the ANCCG.

Reporting of Exceptions

9A. AIAL shall maintain a register (electronic and hard copy) which is available for public inspection of all exceptions to the Noise Minimisation Procedures. The register shall list:

- the date and time of the exception:
- an explanation for the exception:
- any actions undertaken to prevent a recurrence of the exception.

For the avoidance of doubt an exception includes:

- a breach of noise limits in Conditions 6, 6A and 13:
- a breach of the CAA noise rules applicable to the Airport which has been the subject of an investigation by AIAL into a related complaint:
- any lapse in AIAL's voluntary or self imposed procedures for the reduction of aircraft noise.

Noise Mitigation Programme

10. The development or use of any runway is subject to compliance with clauses (a) to (r) of this Condition (called in this designation, the "Noise Mitigation Programme"):

(a) Within one year of this designation becoming operative, AIAL shall complete and supply to the Council:

(i) a list identifying all sites wholly or partly within the HANA and the MANA ("affected sites");

(ii) a list of the legal descriptions and street addresses of all the affected sites; and

(iii) details of any Existing Building located on the affected sites.

Proviso: where a site lies within a mixture of HANA and MANA, or is partly located within one of those noise areas, then for the purposes of clauses (b) to (r) of this Condition:

- if any Existing Building is located wholly or partly within the HANA, that Existing Building shall be deemed to be in the HANA;
- if any Existing Building is located wholly outside the HANA, but wholly or partly within the MANA, that Existing Building shall be deemed to be in the MANA.

Further proviso: for the avoidance of doubt, nothing in clauses (b) to (r) of this Condition shall be treated as requiring AIAL to fund acoustic treatment and ventilation measures in Existing Buildings that are located wholly outside the HANA and the MANA.

Existing Buildings Located within the HANA Being Subject to Ldn 65 dBA Noise

(b) Before any part of an affected site falls within the Ldn 65 dBA AANC, AIAL shall, in respect of any Existing Building in the HANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install, at AIAL's sole cost (and if the offer is accepted, install), acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (q) and

(qq) of this Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of Ldn 45 dBA, together with related ventilation requirements. These measures shall include but not be limited to:

- a mechanical ventilation system or mechanical ventilation systems capable of:
  - providing at least 15 air changes of outdoor air per hour in the principal living room of each building and 5 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;
  - enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
  - limiting internal air pressure to not more than 30 pascals above the ambient air pressure;
  - being individually switched on and off by the building occupants, in the case of each system; and
  - creating no more than Leq 40 dBA in the principal living room, no more than Leq 30 dBA in the other habitable rooms, and no more than Leq 40 dBA in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.
- thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and
- a mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if such extractor fan is not already installed and in sound working order.

The above mentioned offer shall be made on the following basis:

(i) any structural or other changes required under the Building Act 1991 ("Building Act") or otherwise to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; and

(ii) the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition.

Proviso: If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in clauses (b) and (c) of this Condition, subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures in clauses (b) and (c) of this Condition, and the provisions of clauses (b), (c), and (o) to (r) applying with the necessary modifications.

(c) At the same time, AIAL shall offer to install, (and if the offer is accepted, install), enhancements in addition to the above acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (q) and (qq) of this

Condition, an internal acoustic environment in the existing habitable rooms of the building(s) (with all external doors of the building and all windows of the habitable rooms closed), of Ldn 40 dBA, together with related ventilation requirements. This offer shall be made on the following basis:

(i) AIAL shall contribute 75% of the cost;

(ii) the owner agreeing to contribute the balance of the cost; and

(iii) the enhancements are to be installed at the same time as the acoustic treatment and related ventilation measures referred to in clause (b) of this Condition, above.

(d) Where an owner or previous owner has earlier accepted the offer set out in clause (e) of this Condition below, AIAL need only offer to install works or enhancements not already installed pursuant to clause (e) of this Condition.

Existing Buildings Located Within the HANA or the MANA Being Subject to Ldn 60 dBA Noise

(e) Before any part of an affected site falls within the Ldn 60 dBA AANC, AIAL shall, in respect of any Existing Building in the HANA or MANA on that site (other than any building used as educational facilities or as a registered pre-school) make an offer to the owner(s) to install (and if the offer is accepted, install):

- a mechanical ventilation system or mechanical ventilation systems capable of:
  - providing at least 15 air changes of outdoor air per hour in the principal living room of each building and 5 air changes of outdoor air per hour in the other habitable rooms of each building, in each case with all external doors and windows of the building closed with the exception of such windows in non-habitable rooms that need to be ajar to provide air relief paths;
  - enabling the rate of airflow to be controlled across the range, from the maximum airflow capacity down to 0.5 air changes (plus or minus 0.1) of outdoor air per hour in all habitable rooms;
  - limiting internal air pressure to not more than 30 pascals above the ambient air pressure;
  - being individually switched on and off by the building occupants, in the case of each system; and
  - creating no more than Leq 40 dBA in the principal living room, no more than Leq 30 dBA in the other habitable rooms, and no more than Leq 40 dBA in any hallway, in each building. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.
- thermal grade (minimum R1.8) ceiling insulation to all habitable rooms where equivalent ceiling insulation is not already in place; and
- a mechanical kitchen extractor fan ducted directly to the outside to serve any cooking hob, if such extractor fan is not already installed and in sound working order.

The abovementioned offer shall be made on the following basis:

(i) any structural or other changes required under the Building Act or otherwise, to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part was constructed;

(ii) the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition;

(iii) AIAL shall contribute 75% of the cost of the above works; and

(iv) the owner agrees to contribute the balance of the cost.

Proviso: If requested by the owner, AIAL may, at its discretion, install or contribute to the cost of the installation of alternative ventilation measures to those described in this clause, subject to the owner being granted any necessary building or resource consents, the Council waiving AIAL's obligations in respect of the required ventilation measures in this clause, and the provisions of this clause and clauses (o) to (r) applying with the necessary modifications.

Existing Registered Pre-schools Located Within the HANA Being Subject to Ldn 65 dBA Noise

(f) Before any part of an affected site falls within the L_{dn} 65 dBA AANC, AIAL shall, in respect of any Existing Building in the HANA on that site used as a registered pre-school, make an offer to the owner(s) to install at AIAL's sole cost (and if the offer is accepted, install), in all learning areas:

- acoustic treatment measures to achieve, in the manner provided for in clauses (q) and (qq) of this Condition, an internal acoustic environment in each learning area (with all external doors and windows of the learning area closed) of L_{dn} 40 dBA; and

- a mechanical ventilation system or mechanical ventilation systems for each learning area:

  - designed to achieve indoor air temperatures not less than 16 degrees celsius in winter at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991–2000);

  - capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;

  - capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;

  - otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*;

  - each ventilation system shall be capable of being individually switched on and off by the building occupants; and

- capable of creating no more than Leq 35 dBA in each learning area, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

The abovementioned offer shall be made on the following basis:

(i) any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; and

(ii) the owner accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition.

(g) Where an owner or previous owner has earlier accepted the offer set out in clause (h) of this Condition below, AIAL need only offer the works not already installed pursuant to clause (h) of this Condition.

Existing Registered Pre-schools Located Within the HANA or the MANA being Subject to Ldn 60 dBA Noise

(h) Before any part of an affected site falls within the Ldn 60 dBA AANC, AIAL shall in respect of any Existing Building in the HANA or the MANA on that site used as a registered pre-school, make an offer to the owner(s) to install (and if the offer is accepted, install) at AIAL's sole cost:

• a mechanical ventilation system or mechanical ventilation systems for each learning area:

- designed to achieve indoor air temperatures not less than 16 degrees celsius in winter at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991–2000);

- capable of providing (when all external doors and windows of the learning area are closed) outdoor air ventilation at the rate of 15 litres of air per second per square metre for the first 50 square metres and 7.5 litres of air per second per square metre of remaining area;

- capable of enabling the rate of air flow to be controlled across the range, from the maximum air flow capacity down to 8 litres of air per second per person for the maximum number of people able to be accommodated in the learning area at one time;

- otherwise complying with the New Zealand Standard NZS 4303:1990 *Ventilation for Acceptable Indoor Air Quality*;

- each ventilation system shall be capable of being individually switched on and off by the building occupants; and

- capable of creating no more than Leq 35 dBA in each learning area, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the

mechanical system(s) shall be measured at least 1 metre away from any diffuser.

- thermal grade (minimum R1.8) ceiling insulation in all learning areas where equivalent ceiling insulation is not already in place.

Proviso: if the owner wishes to install a ventilation system at greater cost, (eg an air conditioning system), then AIAL shall contribute the equivalent cost of the ventilation system(s) prescribed in clause (h) of this Condition.

The abovementioned offer shall be made on the following basis:

(i) any structural or other changes required under the Building Act or otherwise required to enable the installation of the acoustic treatment and ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed; and

(ii) the owner(s) accepting an obligation to enter into a covenant in the terms set out in clause (r) of this Condition.

Existing Educational Facilities Within the HANA or the MANA Being Subject to Ldn 60 dBA Noise

(i) Before any part of an affected site falls within the Ldn 60 dBA AANC, AIAL shall, in respect of any Existing Building in the HANA or MANA on that site used as an educational facility or facilities, make an offer to the owner(s) to install (and if the offer is accepted, install) acoustic treatment and related ventilation measures to achieve, in the manner provided for in clauses (q) and (qq) of this Condition, an internal acoustic environment in all existing classrooms, libraries and halls (with all external doors and windows of the classrooms, libraries and halls closed) of Ldn 40 dBA, together with related ventilation requirements. These measures shall include but not be limited to:

- in the case of classrooms and libraries, air conditioning and/or a mechanical ventilation system or mechanical ventilation systems for each classroom and library, that are:

  - designed to achieve indoor air temperatures not less than 16 degrees celsius in winter and not greater than 27 degrees celsius in summer at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991–2000);

  - capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("the required airflow");

  - capable of enabling, (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;

  - otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air; and

- capable of creating no more than Leq 35 dBA in each classroom, no more than Leq 40 dBA in each library, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

• in the case of halls, a mechanical ventilation system or mechanical ventilation systems for each hall capable of:

- providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;

- enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;

- otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and

- creating no more than Leq 35 dBA in each hall, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

• thermal grade (minimum R1.8) ceiling insulation shall be provided in the case of school halls where equivalent ceiling insulation is not already in place.

The abovementioned offer shall be made on the basis that any structural or other changes required under the Building Act or otherwise to enable the installation of the acoustic treatment and related ventilation measures shall be at AIAL's cost, except that nothing in this clause shall require AIAL to fund any measures required to bring a building up to the standard required in any building bylaws or any provisions of any statute that applied when the building or relevant part thereof was constructed.

(j) AIAL's obligations under clause (i) of this Condition for acoustic treatment and related ventilation measures shall be "capped" at the maximum costs set out in Schedule B of this designation. For the avoidance of doubt, the costs in Schedule B are expressed as the maximum costs for which AIAL shall be responsible, and, in addition, AIAL shall not be required to expend the maximum costs where the acoustic treatment and related ventilation measures can be installed by AIAL more cost effectively to achieve the internal acoustic environment and related ventilation standards specified in this Condition (Condition 10). Any new windows installed as part of the acoustic treatment and related ventilation measures shall be made able to be opened or shall be fixed at the discretion of the owner(s) of the educational facilities at the time the work is undertaken.

For existing educational facilities, the maximum figures referred to in Schedule B are exclusive of GST and are in year 2000 dollars and they will therefore be adjusted to compensate for inflation and increased annually from the date of this designation by the percentage increase in the Consumer Price Index (All Groups) or any substitute national measure of inflation adopted in lieu of the Consumer Price Index (All Groups).

New Buildings at Existing Educational Facilities Within the MANA

(k) Where, in the case of educational facilities established within the MANA before 10 December 2001:

(a) a new classroom, library, or hall is to be established; or

(b) an addition or alteration is to be made to any existing classroom, library or hall,

and the new classroom, library or hall, or the addition or alteration, is not by definition, an Existing Building, then AIAL upon receiving advice of the proposed works, shall make an offer to the owner(s) of the relevant educational facilities to provide funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to achieve an internal acoustic environment (with all external doors and windows of the classrooms, libraries or halls closed) of Ldn 40 dBA for all such new facilities along with ventilation to a standard consistent with clause (i) of this Condition, above, provided that this offer shall be conditional on:

(i) the owner agreeing to contribute 25% of the costs of the acoustic treatment and ventilation measures;

(ii) construction of the new or additional facilities otherwise complying with the relevant requirements of the Building Act and any relevant legislation,

and further provided that AIAL's obligations under clause (k) of this Condition shall only extend, in the case of additional classrooms, libraries or halls, to those which the Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifies are required as a result of roll growth caused by underlying increases in population in the catchment in the immediate vicinity of the educational facility.

(l) The offer referred to in clause (k) of this Condition may be made on the basis that if the new or additional facilities are removed from the affected site before the Ldn 60 dBA AANC reaches the affected site, any cost incurred by AIAL in respect of that building shall be returned to AIAL.

New Educational Facilities Within the MANA

(m) AIAL shall offer the owner(s) of any new public (ie non-private or integrated) educational facility to be established on affected sites located within the MANA, funding (and if the offer is accepted, provide funding) for acoustic treatment and related ventilation measures to meet the requirements in, and to a standard consistent with, clause (k) of this Condition, above, provided that this offer shall be conditional on:

- the owner agreeing to contribute 50% of the costs of the acoustic treatment and ventilation measures;

- the Regional Network Manager — Auckland of the Ministry of Education or successor of that office certifying, following consultation on the issue of location with AIAL, that the proposed new educational facility could not reasonably be located outside the MANA.

Existing Buildings Within or Nearly Within Noise Contours on Operative Date

(n) Where any affected site containing an Existing Building is within or will fall within any of the AANC contours referred to in any part of this Condition (Condition 10) within 3 years of the date this designation becomes operative, AIAL's obligations to make an offer under this Condition in respect of any such building shall be deemed to be satisfied provided that the relevant offer has been made within 18 months of that event occurring.

New Dwellings or Additions to Dwellings, Proposed Prior to 1 March 2002

(nn) Where AIAL is advised in writing that any dwelling or part of a dwelling is proposed to be constructed prior to 1 March 2002 within the HANA or MANA; and that dwelling or part thereof must be insulated pursuant to any proposed or operative rule, to achieve an internal noise environment of Ldn 40 dBA, AIAL shall offer forthwith the owner funding (and if the offer is accepted, provide funding) for acoustic treatment and ventilation measures to meet the requirements in, and to a standard consistent with, the proposed or operative rule.

Proviso:

Clause (nn) of this Condition shall not apply to more than two dwellings on any site, or to any dwelling proposed to be erected on a site in which the owner had no financial interest as at 30 September 2000.

Building Act 1991

(o) All work undertaken pursuant to the terms of this Condition (Condition 10) shall be in accordance with the Building Act and any other relevant legislation.

(p) Nothing in this Condition (Condition 10) shall require AIAL to fund any measures required to bring a building up to the standard of the building regulations that applied when the building was constructed or the relevant part thereof was last modified.

Certified Standard Packages and Individual Packages

(q) Where this Condition (Condition 10) requires AIAL to offer to provide acoustic treatment and ventilation measures, AIAL:

(i) shall within 21 months of this designation becoming operative, develop standard acoustic and ventilation treatment packages for as many types of building for each FANC, shown on Figure[1] 4 (Future Aircraft Noise Contours) of this designation, as is practicable ("standard packages"). These standard packages may be updated or further developed at any time thereafter.

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Each standard package shall be:

- sufficient to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the type of building within the FANC for which the package has been developed;
- certified to that effect by a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council ("an approved person") ("certified standard package"); and
- developed in consultation with the Building Research Association of New Zealand.

For the avoidance of doubt the standard packages are intended to mitigate against aircraft noise, not against other sources which may have different characteristics and hence require different attenuation in respect to the treatment measures on offer;

(ii) shall offer to install (and if the offer is accepted, install) the relevant certified standard package, which has been certified by an approved person as being suitable to fulfil the requirements of this Condition (Condition 10) for the building and FANC within which the building is located; and in all other cases, shall offer a package certified by an approved person as suitable, at the time of the offer, to achieve the internal acoustic environment and ventilation requirements specified in this Condition (Condition 10) for the FANC within which the building is located ("certified individual package") and if that offer is accepted, shall install the certified individual package.

(qq) Where AIAL installs any acoustic treatment and or ventilation or air conditioning measures, AIAL:

(i) shall provide the Council with a certificate from a suitably qualified independent person (or persons) nominated by AIAL and approved by the Council, that the installation of any relevant certified standard package, or relevant certified individual package, has been properly undertaken in accordance with sound practice; and

(ii) shall not be in breach of this condition where the internal noise standards and related ventilation requirements are not met in each instance provided the relevant certificate required in sub-clause (i) of this Condition, above, has been provided to the Council.

Covenants

(r) AIAL shall not be obliged to undertake any work pursuant to clauses (b) to (h) of this Condition (Condition 10) unless the owner of the particular affected site agrees to enter into a covenant with AIAL (which shall be registered on the site's title) in the terms set out in Schedule C of this designation with such necessary changes, approved by the Council.

The cost of preparation and registration of the covenant on the site's title shall be met by AIAL. AIAL shall meet the reasonable legal costs incurred by the owner for the perusal and approval of the covenant.

10A. (a) AIAL is to identify and provide a written report to the Council within 12 months of this designation becoming operative, setting out in detail the mechanisms for giving effect to the Noise Mitigation Programme discussed in Condition 10; in particular the following issues shall be identified:

- the ways in which AIAL proposes to implement the programme;
- the methodology for developing the acoustic treatment measures to achieve the internal acoustic environments and ventilation standards required by Condition 10.

(b) AIAL is to monitor the programme and provide a written report setting out its findings in detail to the Council on an ongoing basis at six monthly intervals each year.

Preparation and Publication of the AANC's

10B. AIAL shall:

(a) Prepare annually the Ldn 60 dBA AANC and Ldn 65 dBA AANC.

(b) Publish a public notice in:

(i) one or more daily newspapers circulating in the Manukau City district; or

(ii) one or more other newspapers that have at least an equivalent circulation in the district to the daily newspapers circulating in the district, advising the public that:

- the AANCs have been prepared for the following twelve months;
- explaining what the AANCs are and who is potentially affected; and
- that the AANCs are available for public inspection at such Council offices as determined by a designated Council officer approved by the City Manager of the Council.

(c) The first publication under clause (b) of this Condition shall be within 12 months of this designation becoming operative, or such later date as the Council may approve in writing.

Aircraft Noise Mitigation Fund

11. AIAL shall, within 12 months of this designation becoming operative (at its cost and to the Council's satisfaction) establish a Trust with two Trustees to be appointed by AIAL, two Trustees to be appointed from the community by the Council, and one Trustee to be appointed by the ANCCG.

12. Upon establishment of the Trust, AIAL shall contribute $250,000 per annum plus GST if any (adjusted thereafter to compensate for inflation and increased annually from the date of establishment by the percentage increase in the Consumer Price Index (All Groups) as provided for in Condition 12A, below), to a Noise Mitigation Fund, to be administered by the Trustees for the benefit of the local community affected by aircraft noise and located or residing within the HANA, MANA and ANNA, for the purpose of:

(a) the mitigation of adverse effects associated with noise from Aircraft Operations which are not provided for under Condition 10 ("other adverse effects"); or

(b) ensuring positive effects on the external environment to offset those other adverse effects; or

(c) in cases of significant financial hardship, assisting an owner or owners to meet their share of the costs of acoustic treatment measures or enhancements as set out in Conditions 10(c)(ii) and 10(e)(iv).

12A. On each anniversary following establishment of the Trust, AIAL will make a payment to the Trust of an amount sufficient to compensate for inflation over the immediately preceding annual period calculated in accordance with the following formula:

$250,000 x A%, where A is the percentage increase in the Consumer Price Index (All Groups) (or any substitute national measure of inflation) for that 12 month period.

Explanatory Note, Aircraft Noise Mitigation Fund

While there are various physical measures proposed by way of acoustic insulation and ventilation of buildings containing Activities Sensitive to Aircraft Noise, the Aircraft Noise Mitigation Fund is designed to ensure that adverse effects of aircraft noise on the external environment which cannot be mitigated by physical means can at least be partially offset by

providing positive effects in the form of enhanced cultural, recreational and other opportunities and facilities to affected residents. Those opportunities and facilities may be provided outside the affected area but should be readily available to affected residents.

13. Engine Testing on Aircraft

(a) Any use of the designated area for the testing of engines which are in situ on an aircraft ("in situ aircraft engines") shall not exceed the following noise limits within the Main Residential Zone or within the notional boundary of any dwelling outside the designated area and outside the HANA, MANA and ANNA in the Mangere — Puhinui Rural or Mangere — Puhinui Heritage zones:

7 day rolling average	L_{dn} 55 dBA
10pm to 7am	L_{max} 75 dBA

For the purpose of this control, testing of in situ aircraft engines shall be measured in accordance with NZS 6801:1999 Acoustics: Measurement of Environmental Sound

(b) AIAL shall monitor and record all testing of in situ aircraft engines and provide a summary report of the tests undertaken and the calculated noise levels whenever requested in writing by the ANCCG.

(c) The testing of in situ aircraft engines is excluded from the calculation of the 7 day rolling average in clause (a) above where such testing is associated with work necessary to satisfy an airworthiness directive or other like safety requirement issued by the Minister of Transport, the Director of Civil Aviation or the Civil Aviation Authority, which requires within 7 days of the directive or requirement being issued, the ground running of the engines on:

- all aircraft with a specific engine type, or
- aircraft of a specific make or model.

Prior to any testing excluded by this clause commencing, AIAL shall give written notice to the ANCCG and the Council explaining:

- the nature of and the reason for the testing;
- its expected duration and noise effects; and
- details of the directive or requirement received.

13A. Cumulative Engine Testing Noise

Where any Existing Building is located outside the designated area but within the Ldn 57 dBA Area shown on Figure 5[1] (Ldn 57 dBA Area) of this designation, AIAL shall make an offer to the owner(s) to install the treatment measures described in Condition 10 (e) on the basis set out in clauses (e), (q), (qq) and (r) of Condition 10. This offer shall be made within 18 months of this designation becoming operative.

Explanatory Note to Condition 13A

This rule recognises that there are some houses in the MANA and ANNA which may be potentially subject to noise from the testing of in situ aircraft engines that would put their cumulative total noise level (Aircraft Operations plus noise from engine testing) over Ldn 60 dBA before they are offered sound insulation. It would be appropriate to mitigate this noise by

offering sound insulation at the outset. The trigger level is Ldn 57 dBA because Ldn 57 dBA from engine testing and Ldn 57 dBA from Aircraft Operations, add to give Ldn 60 dBA cumulative.

This rule avoids the difficulty of mathematically adding Aircraft Operation noise contours with engine testing noise contours, because insulation will only be offered to existing property owners as the Ldn 60 dBA contour reaches those properties. The engine testing contours are a hypothetical worst case combination of testing options that AIAL can operate and still comply with Condition 13. Condition 13A avoids the difficulty of monitoring and offering insulation when noise reaches a certain level.

13B. Other Noise

Any use of the land for any purpose other than:

- Aircraft Operations (Conditions 6 and 6A);
- testing of in situ aircraft engines (Condition 13); and
- the use of audible bird scaring devices for the discouragement of birds;

shall not exceed the following noise limits within the Main Residential Zone or within the notional boundary of any dwelling outside the designated area in the Mangere — Puhinui Rural, Mangere — Puhinui Heritage or Papakainga zones:

AVERAGE MAXIMUM LEVELS			**MAXIMUM**
L_{10} dBA			**L_{max} dBA**
Monday to Saturday 7am–6pm (0700–1800)	Monday to Saturday 6pm–10pm (1800–2200) AND Sunday and Public Holidays, 7am–10pm (0700–2200)	At all other times	10pm–7am (2200–0700)
55	50	45	70

For the purpose of this control, Other Noise shall be measured in accordance with NZS 6801:1999 Acoustics: Measurement of Environmental Sound and assessed in accordance with NZS 6802:1991 Assessment of Environmental Sound.

Coastal Protection Yard

14. A coastal protection yard having a minimum depth of 20 metres shall be maintained where any part of the designated area abuts the Mean High Water Spring Tide Mark. No structure shall be erected in the coastal protection yard except essential Airport operational facilities (for example, security fences, navigational aids, rescue facilities and stormwater facilities) which require a location in the area of the coastal protection yard.

15. Subject to any waiver of this Condition, or any part of this Condition, prior to any land modification or development on any land within 200 metres of the northern boundary of the designated area ("northern boundary"), the requiring authority shall submit an outline plan to the Council for approval which, without limiting the requirements of Section 176A of the RMA, shall show:

    (a) provision for the landscaping in grass, trees and shrubs of a five metre wide strip along the northern boundary and a limitation on building height in relation to the northern boundary so that no part of any building shall project beyond a building envelope

contained by a 55 degree recession plane from points 2.5 metres above the northern boundary (i.e. maximum height = 2.5 metres plus 1.428 x distance from boundary).

(b) details of any land modification within:

- 200 metres of the northern boundary which involves more than 500m^3 of earthworks; or
- 30 metres of the northern boundary which involves more than 200m^3.

(c) the timetable for completion of the abovementioned landscaping, earthworks and remedial work.

(d) the height, shape and bulk of any proposed structures.

(e) any works in the vicinity of Ellett's Mountain and the measures to:

- recognise and provide for the relationship of Maori and their culture and traditions with their waahi tapu;
- provide for kaitiakitanga.

16. For the purpose of 15(b) details shall be given of the following:

Alteration to Natural Landscape

(a) Whether any earthcut or fill will remove existing vegetation, alter the existing topography of the site, or affect existing natural features including landforms, and the impacts on the area's amenity values.

Site Stability and Erosion

(b) Whether the effects from natural hazards will be avoided, remedied or mitigated, and the extent to which earthworks affect the stability and erosion potential of the site and surrounding site.

Topography in Relation to Adjacent Land

(c) Whether the site contours and final contours co-ordinate with the final levels of adjoining land. Whether the final contours will affect the ability to construct the indicative roads as shown on Planning Map 8 of the District Plan.

Flooding

(d) Whether the earthworks and final levels will adversely affect overland flowpaths or increase the potential for flooding within the site or surrounding area.

Utility Services

(e) Whether the earthworks and final levels will adversely affect existing utility services.

Public Access to the Coastal Marine Area and Fossil Forest

17. AIAL shall provide road access for the public to the coastal marine area, through the designated area, to a point near the fossil forest (located in the coastal banks of Lot 2 DP 62092 and Allotment 164 Manurewa Parish) and shall provide pedestrian access from the

end of that road down to Mean High Water Springs, so as to provide public access to the coastal marine area and the fossil forest.

Public Consultation

17A.

(a) Construction of any subsequent stages of the Northern Runway beyond the initial stage of a 1200 metre Operational Length, or the use of the Northern Runway by any aircraft other than Non-Jet Aircraft, shall not take place until AIAL has completed a process of public notification and consultation. The process of public notification and consultation shall include the following:

- written notice to the ANCCG (or its successor from time to time); and
- a public notice published in a daily newspaper circulating in the Auckland region and the Manukau City district, and in each of the local newspapers circulating in the those parts of the Manukau City district subject to the ANNA, MANA and HANA. Such notice to be published in each case twice at an interval of approximately a fortnight.

(b) Each of the abovementioned notices shall include a brief description of the proposal and shall advise:

- where full details of the proposal can be inspected and copies of those details obtained;
- of the opportunity to forward comments to AIAL about the proposal;
- the date by which comments about the proposal should be sent to AIAL, which date shall not be less than 20 working days from the date of the last of the public notices;
- details of any additional consultation proposed by AIAL.

(c) The information available for inspection under this Condition shall include the following:

- diagram(s) and description of the proposal including all associated work;
- a description of the proposed operating scenario for the Northern Runway;
- the reasons for the proposed operating scenario;
- the reasons for the proposal including an explanation of the need for the Northern Runway to have the proposed new Operational Length in excess of 1200 metres;
- reference to any relevant reports; and
- any other information AIAL wishes to make available for the purpose of explaining the proposal or in respect of which it would like to invite comments.

(d) AIAL shall consider any comments made to it pursuant to the notification and consultation process described above before deciding whether or not to proceed with the proposal. If AIAL decides to proceed, it shall provide as soon as possible to the Council copies of all comments received, together with written advice of:

- details of the notification and consultation undertaken;
- a summary of comments received;
- a statement describing the actions planned, if any, in respect to the comments received; and
- a statement explaining the reasons for the actions to be taken or the decision not to take any action.

(e) AIAL shall regularly consult the ANCCG and seek its input and comment on community consultation that the latter may recommend to inform the public from time to time on any matter relating to the Northern Runway.

Outline Plan for Works Undertaken North of the Airport Zone

18. An outline plan of any work to be constructed on the designated area in Area B and that portion of Area A marked "Northern Runway" shown on Figure 1[1] of this designation must be submitted to the Council pursuant to section 176A of the RMA unless the Council waives the requirement for an outline plan.

For any proposed work to be constructed for taxiing of aircraft on the designated area shown as Area B on Figure 1[1] of this designation, the outline plan shall include, in addition to the matters required under section 176A of the RMA, an analysis and prediction of the noise associated with the Aircraft Operations component of the proposal so as to demonstrate compliance with Condition 6.

Business Development Reserve Contributions

19. All development authorised by this designation and proposed to be used solely or principally for administrative, commercial or industrial purposes, or any two or more such purposes shall be subject to a reserve contribution at the rate of 0.5% of the assessed value of the development, provided that the amount of reserve contribution shall be 0.35% of the assessed value of a development for administrative, commercial or industrial purposes up until 3 June 2000 and following that date the amount of the reserve contribution required under this clause may in the Council's discretion be reduced to a minimum of 0.35% of the assessed value of the development pursuant to an application for a Restricted Discretionary Activity. In considering an application under this provision the Council shall have regard to the following matters:

(i) the extent to which any facilities (land or works) provided by the requiring authority benefit the public and are visible and accessible to the public;

(ii) the extent of any restrictions on public access to the nominated facilities/areas provided by the requiring authority;

(iii) the cost to the requiring authority of providing the nominated facilities/areas for public amenity and use;

(iv) the extent to which the requiring authority makes provision for public open space;

(v) the extent to which the development adversely affects the environment.

Heritage Resources

20. Each of the following heritage resources shall be relocated by the requiring authority in a manner and to a site that will ensure the continued protection of the resource before any construction or work is commenced on the designated area that would damage or destroy the resource:

    (a) the notable trees and stands of trees at 60 Westney Road (Pt Allot 75 Manurewa Parish DP 13909) shown in Appendix 3 to the Planning Maps (refer also Item 1 Schedule 6B), provided however that these trees need not be relocated and may be removed, if AIAL provides the Council with a report from a qualified arborist, approved by the Council, who certifies that it is not reasonably practical to relocate them:

    (b) Abbeville Farm House and Barn, Part Lot 2, DP 12194 (refer Schedule 6A, Item 71):

    (c) Westney Road Methodist Church, Pt Allot 60, Manurewa Parish (SO 66751) (refer Schedule 6A, Item 83):

    (d) Rennie Jones Homestead, Pt Allot 163, Manurewa Parish (refer Schedule 6A, Item 81).

Lapsing Date

21. Pursuant to section 184(1)(c) of the RMA, this designation shall only lapse when this District Plan prepared under section 79 of the RMA ceases to be operative.

PART THREE: EXPLANATORY STATEMENT

- The land subject to this designation comprises all the land identified as necessary for the present and future development and operation of the Airport and provides for the establishment of a range of aviation facilities and related functional, commercial and recreational activities which are the components of a major Airport serving national, regional and local aviation requirements.

- The Airport is the gateway to New Zealand and is the country's largest and busiest Airport. It handles 80% of international passenger arrivals to New Zealand and is a focal point for international and domestic freight.

- AIAL is the requiring authority for the Airport and AIAL is committed to providing for the future growth of the Airport in a planned and orderly manner and in accordance with the needs of airport users and in recognition of the proper expectations of the surrounding community and of the region.

- During the past twenty years, many technical studies have been undertaken, including the Airport Vicinity Plan 1981, the Master Plan Study of Auckland Region Airports 1985, the Land Use Development Plan 1990, the Southern Runway Study 1999 and the Northern Runway Study 1999. In addition, specific studies relating to the expansion of the international terminal have been undertaken. These studies confirm the need for an international facility at Auckland and the need to provide for future growth in passenger numbers and volumes of freight within the extent of the area covered by this designation.

- The Airport presently comprises a single runway, taxiways and aircraft manoeuvring areas. These facilities operate satisfactorily but are likely to reach full capacity by the year 2008. In order to provide for the continued growth and the safe and efficient operation of the Airport, a second runway will be required.

- The area of land will provide an efficient layout of Airport facilities to cater for the long term development of the Airport. Any further runway will be located north of the existing runway and future passenger terminals will take place in the area between the two runways.

- In addition, sufficient space has been reserved for the establishment of a range of activities which are related to the movement of passengers and freight and to activities which complement the overall travel and visitor experience. The intention of AIAL and the Council is to initiate a plan change to extend the Airport Zone to incorporate the designated area to the north of the current extent of the Airport Zone. Once this has occurred some of the provisions in this designation relating to commercial activities will be able to be withdrawn.

- AIAL recognises the potential adverse effects on the environment of noise from Airport operations. These effects are mitigated at Auckland by the separation of the Airport from other land owners, by the large areas of rural land and harbour around the Airport, by the modern aircraft using the Airport (particularly the international passenger aircraft which generate the greatest proportion of the noise) and by the adoption of noise abatement procedures by aircraft in flight. In addition, the conditions of this designation require AIAL to manage Aircraft Operations so that prescribed maximum noise levels are not exceeded and require acoustic treatment and ventilation of existing noise sensitive activities by AIAL. The extent of those acoustic treatment and ventilation measures was determined on the basis of the results of an investigation detailed in a report entitled “Sound Insulation and Ventilation Study” May 2000.

- The conditions of this designation also include a specific requirement that the outline plan provide details of:

    - earthworks and structures proposed on the designated land within 200 metres of the northern boundary of the designated area;

    - remedial measures to avoid, remedy or mitigate any adverse effects of those earthworks and structures on the environment; and

    - a landscaped strip and restrictions on the height of buildings, in relation to the northern boundary.

- AIAL also acknowledges that it may be appropriate to provide outline plans for other works on the designated land in undeveloped areas and the conditions of this designation therefore impose a general requirement for an outline plan outside of the Airport Zone. That general requirement is one that can be waived in appropriate circumstances.

- This designation affects several heritage sites identified in Schedule 6A of the District Plan. These include the Abbeville Farm House and Barn, Nixon Road, the Westney Road Methodist Church, Corner George Bolt Memorial Drive and Ihumatao Road, and the Rennie Jones Homestead, Ihumatao Road. AIAL acknowledges the heritage value and aesthetic qualities of these items and that they are likely to be affected by future Airport development. Their future relocation, restoration and protection are required by the conditions attaching to this designation. Further, a group of trees to the east of Westney Road has been identified for protection in Schedule 6B of the District Plan. The historic and aesthetic qualities of these trees are acknowledged by AIAL and appropriate steps will be taken by it to protect these trees by retaining or relocating them (where practicable) on the designated area in accordance with the conditions of this designation. These trees may be removed, if a qualified arborist approved by the Council certifies that it is not reasonably practical to relocate them.

- This designation also affects a number of existing public roads including Ihumatao, Nixon and Renton Roads and George Bolt Memorial Drive, which is also subject to Designation 185 requested by Transit New Zealand Limited. AIAL recognises that the future development of the proposed works may result in these roads either ceasing to exist or being re-aligned. The future form, alignment and ownership of any necessary alternative routes will be carefully

addressed in conjunction with the Manukau City Council and Transit New Zealand in order to ensure adequate public access to this part of the District.

- Finally, it is intended to provide reasonable public access to the fossil forest and access to coastal areas as far as can be achieved without interference with the proper functioning of the Airport.

DESIGNATION 231 — ATTACHMENT A

AIRCRAFT NOISE COMMUNITY CONSULTATIVE GROUP

TERMS OF REFERENCE

As confirmed 5 March 1997

Purpose

To consider, and where appropriate make recommendations to Auckland International Airport Limited ("AIAL"), on aircraft noise issues and concerns that arise from the operation and activities at Auckland International Airport ("Airport").

Activities

1. To identify community concerns regarding aircraft noise.

2. To co-operatively formulate and propose rules and procedures to minimise noise impact on the surrounding community.

3. To assist and advise AIAL in the dissemination of relevant information to the community.

4. To review the current procedure for handling noise complaints and modify that procedure where necessary.

5. To assist AIAL in the preparation of a Noise Management Plan which will address:

   (i) procedures for handling noise complaints;

   (ii) noise abatement procedures; and

   (iii) timely provision of aircraft noise and flight path monitoring information.

6. To monitor noise levels and compliance with the noise abatement procedures and Noise Management Plan.

7. To access appropriate technical expertise and guidance as required.

Chairperson

Meetings will be chaired by an independent chairperson appointed by Manukau City Council ("Manukau City Council") and AIAL jointly. The chairperson may invite other persons on an ad hoc basis to address the Group on particular agenda items.

Membership

Community Representatives	(x4)	- Mangere - Papatoetoe - Otara - Manurewa
Manukau City Council Representative	(x1)	
Industry Representative (freight forwarder or manufacturer etc)	(x1)	
Airways Corporation Representative	(x1)	
Board of Airline Representatives of New Zealand	(x1)	
AIAL Representatives	(x2)	
Tangata whenua Representative	(x1)	

General

1. The Group will replace the Airport Noise Committee and will meet every two months.

2. The Group will be governed by these terms of reference which may be amended jointly by AIAL and the Council from time to time where appropriate.

3. Meetings of the Group will be held at the Airport from 3:00 pm to 5:00 pm. The first meeting will be held on 5 March 1997. A schedule of meetings is attached and will be updated annually by AIAL.

4. AIAL will provide secretarial and support services at AIAL's cost and expense.

5. The selection of the community representatives will be on the basis of one community representative on behalf of each of the four Community Boards most affected by aircraft noise, namely, Mangere, Papatoetoe, Otara and Manurewa.

6. The term of office for Community Board appointed representatives will be the same as the local body electoral term, that is three years. Manukau City Council will be responsible for any payments to be made to the Community Board appointed representatives.

7. AIAL and Manukau City Council will be jointly responsible for approaching tangata whenua to ensure their representation on the Aircraft Noise Community Consultative Group. AIAL will be responsible for any payments that are to be made to tangata whenua in return for services to the Group.

8. AIAL and Manukau City Council will share equally the reasonable costs of the independent chairperson.

9. AIAL will provide data and technical information on aircraft movements and a noise complaint summary. Noise complaints will not be dealt with on an individual basis.

The Group has an objective to reach consensus, however, dissenting views will be recorded.

Meeting procedure

1. **Chairperson:** AIAL and Manukau City Council will be jointly responsible for appointing and removing the chairperson. The terms of appointment will set out the conditions of appointment and removal. The chairperson will chair the meeting. If the chairperson is not

present within 15 minutes of the time appointed for the meeting then AIAL and Manukau City Council will elect another person to chair the meeting.

2. **Notice of meeting:** AIAL will arrange for a notice of meeting, together with any other relevant information, to be sent to all members of the Group at least 5 working days before the meeting. The notice of meeting will set out the time and place of the meeting and the nature of the business to be discussed. Members of the Group may advise AIAL of items to be included in the notice of meeting.

3. **Method of holding meeting:** Meetings will be held by a number of members, who constitute a quorum, being assembled together at the place, date and time appointed for the meeting.

4. **Quorum:** No business may be transacted at a meeting of the Group if a quorum is not present. A quorum is present if there are at least 3 people comprising one community representative, one Board of Airline Representatives of New Zealand representative and one AIAL representative. If a quorum is not present within 15 minutes of the time appointed for the meeting then the meeting is to be adjourned to the same day in the following week at the same time and place or to such other date, time and place as the Group may appoint.

5. **Members may act by representative:** A member of the Group may appoint a representative to attend one or more meetings of the Group.

6. **Minutes:** AIAL will ensure that minutes are kept of all proceedings. Minutes of the previous meeting will be sent to members with the notice of meeting for the next meeting.

DESIGNATION 231 — ATTACHMENT B

* For details of each classroom type for the above specified schools refer to Marshall Day Acoustics report "Sound Insulation and Ventilation – Schools", dated 1 May 2001.

TYPE OF SPACE*	NUMBER OF CLASSROOMS, LIBRARIES AND HALLS	MAXIMUM COSTS OF ACOUSTIC TREATMENT AND RELATED VENTILATION MEASURES PER CLASSROOM, LIBRARY OR HALL	MAXIMUM COST FOR CLASSROOMS (= TOTAL PER CLASSROOM X NUMBER OF CLASSROOMS) AND FOR EACH LIBRARY AND HALL
Puhinui School			
A1, A2	12	$128,000	$1,536,000
A3, A4, A5	8	$68,000	$544,000
Library	1	$68,000	$68,000
Hall	1	$53,000	$53,000
Papatoetoe South School			
B1	13	$137,000	$1,781,000
B7	1	$82,000	$82,000
B4	1	$73,000	$73,000
B5	1	$72,000	$72,000
B2, B3, B6	7	$68,000	$476,000
Library	1	$68,000	$68,000
Hall	1	$51,000	$51,000
Clover Park School			
C1	4 pods	$222,000	$888,000
C2	2	$68,000	$136,000
C3	3	$81,000	$243,000
C4	2	$68,000	$136,000
Library	1	$109,000	$109,000
Chapel Downs School			
D1	13	$68,000	$884,000
D2	14	$81,000	$1,134,000
Library	1	$68,000	$68,000
Hall	1	$57,000	$57,000
Redoubt North School			
E1	20	$68,000	$1,360,000
Library	1	$68,000	$68,000
Hall	1	$23,000	$23,000

All Other Educational Facilities	
Type of space	**Maximum cost per Classroom, Library or Hall**
Classroom	$137,000
Library	$109,000
Hall	$57,000

DESIGNATION 231 — ATTACHMENT C

[REGISTERED PROPRIETOR]

Covenantor

AUCKLAND INTERNATIONAL AIRPORT LIMITED

AIAL

DEED OF LAND COVENANT

Correct for the purposes of the Land Transfer Act

.....

Solicitor for Covenantor

TO: DISTRICT LAND REGISTRAR,

NORTH AUCKLAND LAND REGISTRY

Please note the covenants contained in the within Deed of Land Covenant against the Certificate of Title referred to in the First Schedule to this Deed

.....

Solicitor for Covenantor

DEED dated the day of 20

PARTIES

[REGISTERED PROPRIETOR] together with its successors in title **("Covenantor")**

AUCKLAND INTERNATIONAL AIRPORT LIMITED ("AIAL")

INTRODUCTION

A. The Covenantor is registered as proprietor of the land more particularly described in the First Schedule (**"Servient Land"**).

B. AIAL is registered as proprietor of the land more particularly described in the Second Schedule ("**Dominant Land"**) and owns or is entitled to use the structures erected thereon.

C. AIAL operates the Auckland International Airport from the Dominant Land, which results and is likely to result in environmental effects, such as noise, which has and is likely to have consequences beyond the boundaries of the Dominant Land, including upon the Servient Land.

D. The Servient Land is identified as being subject to **[high (in the case of Servient Land located within the HANA)] / [moderate (in the case of Servient Land located within the MANA)]** levels of noise from operations at Auckland International Airport, and the Covenantor has accepted AIAL's offer to install physical works and equipment in the building(s) on the Servient Land, for the purpose of mitigating the effects of such noise, more particularly described in the Fourth Schedule (**"Aircraft Noise Mitigation Works"**).

E. In consideration of AIAL's offer the Covenantor has agreed with AIAL to accept for itself and its successors in title to the Servient Land and any part or interest in the Servient Land, for the period until 31 March 2030, an obligation not to lessen the effectiveness of, or remove, the Aircraft Noise Mitigation Works, in accordance with the terms of this Deed.

COVENANTS

The Covenantor for itself and its successors in title to the Servient Land, or any part of it, (excluding any tenants occupying the Servient Land pursuant to a lease or tenancy vested in the Housing New Zealand Corporation or any statutory or regulatory successor to the Housing New Zealand Corporation), hereby covenants, acknowledges and agrees with AIAL as a covenant for the benefit of the Dominant Land, that the Covenantor will observe and perform all the stipulations and restrictions contained in the Third Schedule to the end and intend that each of the stipulations and restrictions shall, in the manner and to the extent prescribed, enure for the benefit of, and be appurtenant to, the whole of the Dominant Land until 31 March 2030.

EXECUTION

[REGISTERED PROPRIETOR] by:

_____
Signature

_____
Name

Witness to execution:

_____
Signature

_____
Name

_____
Occupation

_____
City

AUCKLAND INTERNATIONAL AIRPORT LIMITED by:

_____
Signature of director

_____
Name of director

_____
Signature of director

_____
Name of director

Witness to execution:

_____
Signature

_____
Name

_____
Occupation

_____
City

FIRST SCHEDULE

(Servient Land)

Legal Description **Certificate of Title**

SECOND SCHEDULE

(Dominant Land)

Legal Description **Certificate of Title** (All North Auckland Registry)

THIRD SCHEDULE

(Covenants)

1. The covenantor acknowledges that:

   (a) the Servient Land is subject to **[high]/[moderate]** levels of noise from operations at Auckland International Airport; and that

   (b) the Covenantor has accepted AIAL's offer to install Aircraft Noise Mitigation Works in the building(s) on the Servient Land.

2. The Covenantor will do nothing to lessen the effectiveness of the Aircraft Noise Mitigation Works ("modifications") and will not remove the Aircraft Noise Mitigation Works ("removal work") in any building on the Servient Land unless:

   (a) The Covenantor has obtained the written approval of AIAL; or

   (b) The modifications or removal works are being undertaken for the purpose of reconstructing, altering or extending the building or part of the building or removing part of the building, and:

      (i) the entire building; or

      (ii) any room directly affected by the modifications or removal works, which is to remain a habitable room,

   will meet the requirements of the relevant Manukau City District Plan for acoustic treatment measures to mitigate aircraft noise; or

(c) The Covenantor is demolishing the entire building or removing it from the Servient Land.

3. AIAL shall not unreasonably withhold its approval under clause 2(a); and in considering a request for approval it shall take into account the reason(s) why approval is sought and in particular whether:

(a) the owner intends to upgrade or improve the acoustic insulation in the building or relevant parts of the building;

(b) whether the proposed modifications or removal works will affect in any material way the mitigation of the effects of aircraft noise in any habitable room in the building;

(c) the owner wishes to change the use of a habitable room to a non-habitable room;

(d) the use of the building for an ASAN has or is intended to cease, on more than a temporary basis.

4. AIAL shall deal promptly with any request for approval under clause 2(a) and shall as soon as is practicable:

(a) serve the Covenantor with written notice of AIAL's decision under clause 2(a);

(b) include as part of that written notice its reasons for any refusal to give its approval; and

(c) where approval is refused, forward a copy of that written notice to the ANCCG.

5. For the purpose of this Covenant, the terms "operative", "district plan" and "designation" are as defined under the Resource Management Act 1991, or any equivalent subsequent legislation, and references to any sections or parts of the Resource Management Act 1991 are deemed to refer to any equivalent provisions of subsequent legislation also.

FOURTH SCHEDULE

(Aircraft Noise Mitigation Works)

SCHEDULE 5A13: DESIGNATION 232 AUCKLAND INTERNATIONAL AIRPORT: SPECIFICATION FOR APPROACH AND LAND USE CONTROLS

For details refer to Appendices 2B and 2C to the Planning Maps

SCHEDULE 5A14: CONDITIONS ON WHITFORD QUARRY DESIGNATION NO 233

[AM75]

Introduction

I. Any reference in these conditions to a specified officer of the Council includes an officer and/or a person authorised by the City Manager to act in the place of the specified officer, being an officer and/or a person having experience, professional competency and responsibility, as appropriate, in respect to the matters concerned.

II. Any reference in these conditions to the term "Quarry Operator" means the Manukau City Council in its capacity as requiring authority, and includes any person or body that is operating the quarry on behalf of the Council, or as or on behalf of any successor to the Council in its capacity as Requiring Authority or as quarry owner.

III. Point of Contact. The Landfill and Quarry operators have agreed to identify a single nominated person who shall be the key point of contact for members of the community and/or Council officers, to contact at all times during normal working hours. The initial point of contact will be the Landfill Site Manager, but may change from time to time following consultation between the Landfill and the Quarry operators and the community. The person shall be available during normal working hours and their name shall be made known through the regular Quarry and Landfill Community Committee meetings and to the Chairperson of the Whitford Residents and Ratepayers Association.

(a) Quarry Management Plan (QMP)

(I) The Whitford Quarry shall be operated in accordance with the latest version of the Whitford Quarry Management Plan as approved by the Manukau City Council. The Plan shall include the following information in plan form and in explanatory material and any other additional information requested by the Manager — Resource Consents and Compliance;

(i) demarcation of areas to be excavated;

(ii) areas to be used for the disposal and/or stockpiling of overburden, waste and excavated material, including areas to be used for stockpiling;

(iii) areas for stockpiling of topsoil;

(iv) location of built structures including buildings and crusher;

(v) proposals for the co-ordination of final levels of adjoining land;

(vi) the ultimate drainage of quarried lands;

(vii) an indication of the period over which quarrying will continue, and of staged development;

(viii) an Operations Manual containing the following:

- management of air pollution
- the Noise Management Plan (NMP)
- stormwater management

- leachate monitoring and management
- coordination procedures with the Landfill Site Manager in mitigating the above
- contingency plans
- emergency procedures

(ix) Reference as appropriate to:

a. Relevant parts of the Assessment of Environmental Effects dated 16 September 2005, noted by Council as P28899 and lodged in support of the Notice of Requirements with specific reference to Volume 3, Figure Q5 entitled 'Quarry Management Plan', noted by Council as 22293/206-FH05 and dated June 2005, which is to be attached to the Quarry Management Plan;

b. Relevant evidence lodged in support of the Notice of Requirement at the Commissioners Joint Hearing in February and March 2006, and the Quarry Management Plan dated 5 December 2000 as appropriate.

(x) Specific reference to the need for good quarrying practice to minimise visual impact.

(xi) A section addressing monitoring, that will include all records, analysis and reporting requirements, including reporting to the Whitford Quarry Community Committee;

(xii) Specific reference to the seeding of the overburden batter areas as proposed through the evidence lodged in support of the Notice of Requirement.

(xiii) Copies of the resource consents relevant to the quarry operations, with specific reference to the consent conditions in each relevant section of the Quarry Management Plan;

(xiv) A section addressing quarry management, that will specify the roles of staff employed at the site;

(xv) Separate and identifiable sections addressing rehabilitation and slope stability, with specific reference to conditions 2(o) and (t) of this Designation;

(xvi) Reference to other legislation and statutory approvals relevant to the environmental compliance of operations at the site.

(xvii) A requirement for:

a. the Requiring Authority to identify its quarry boundaries with identifiable markers and monitor these on a six monthly basis to ensure quarrying operations do not go beyond those boundaries;

b. A plan to be attached to the Quarry Management Plan to clearly show the quarry boundaries;

(xviii) A section addressing erosion and sedimentation management.

The Quarry Management Plan shall also record the following:

(a) That in order to further mitigate the effects of traffic on the environment, the Requiring Authority, in consultation with the Landfill Site Manager and the Quarry Operator, shall use its best endeavours to utilise the empty quarry trucks travelling to the site for the transportation of cover material, in order to minimise the total number of heavy vehicles

travelling on Whitford Roads. The Requiring Authority shall inform the Whitford Quarry Community Committee every 6 months on the actions it has taken to achieve this objective. These details will be included within the Quarry Management Plan;

(b) That all trucks shall enter and leave the Quarry site via the joint Quarry/Landfill access road. The upper Quarry track to Trig Road shall be secured by a locked gate and shall be used in emergencies only. The gate shall be fitted with a notice to the satisfaction of the Manager — Compliance and Enforcement bearing the words "Quarry — Emergency Use Only" or words to like effect;

(c) That any native bush contained within the areas of unformed road identified on Figure 5.9 attached to this designation will not be damaged or destroyed unless such damage or destruction is necessary to facilitate the formation of the road.

The QMP shall be submitted by the Requiring Authority to the Manager — Resource Consents and Compliance for approval. The approved QMP, subject to any additions and alterations inserted by the Manager — Resource Consents and Compliance, shall be implemented by the Requiring Authority to the satisfaction of the Manager — Resource Consents and Compliance.

(II) The Quarry Management Plan shall be reviewed every 5 years from the date the designation is confirmed, except that this may be postponed by the Manager — Resource Consents and Compliance where the QMP has been subject to a requirement or a plan change or District Plan review within the previous 5 years.

(III) Amendments shall also be made to the QMP from time to time to incorporate:

- Requirements of the Council to ensure more effective monitoring of the quarry operation and compliance with these conditions.

- Requirements of the ARC in relation to matters it is required to approve by legislation.

- Changes sought by the Quarry Operator to give better effect to these conditions which have the approval of the Council, and the ARC where appropriate.

- The requirements of any applicable legislative enactment.

(IV) The Quarry Operator shall, when seeking approval to make changes to the QMP, provide details of the consultation it has undertaken with the Quarry Community Committee. The consultation shall be to the satisfaction of the Manager — Resource Consents and Compliance before approval is given to any changes to the QMP.

(V) Upon completion of any amendments to the QMP, copies shall be provided to the Manager — Resource Consents and Compliance, the ARC, the chair of the Quarry Community Committee and the chair of the Whitford Residents and Ratepayers Association.

(b) Site Rehabilitation

Upon the completion of any stage of the Quarry development, the Requiring Authority shall undertake rehabilitation planting in accordance with condition (o) and shall implement an adequate erosion standard as confirmed by the Requiring Authority's ecologist/arborist. These works shall be carried out within the planting season immediately following the cessation of the quarrying activities.

(c) Co-ordination between the Quarry and the Landfill

(i) Stormwater Run-off

All construction and excavation activity shall be undertaken in a manner that ensures stormwater run-off from any activity within the Quarry drains into an approved stormwater management system controlled by the Landfill Operator.

The Requiring Authority shall establish procedures, to be contained in the Combined Operations Agreement or other similar document, that in the event of any unplanned discharge of sediment, the Quarry Operator shall immediately contact the Landfill Site Manager and together they shall take effective action to ensure sediment flow into the Waikopua Estuary complies with the relevant Auckland Regional Council Permits granted for the Whitford Quarry and the Whitford Landfill. The action taken and its effectiveness (including any monitoring) shall be promptly communicated to the Manager — Compliance and Enforcement" and the Chairperson of the Whitford Quarry Community Committee.

(ii) Noise and Air Pollution

The Requiring Authority shall establish procedures, to be contained in the Combined Operations Agreement or other similar document, that in achieving compliance with the noise and air pollution controls, the Quarry Operator shall, where necessary, ensure co-ordination with any actions undertaken by the Landfill Site Manager.

(d) Conservation Covenant

The Requiring Authority shall take immediate steps to covenant the areas notated and identified as "Bush Protection Area" identified on Figure 5.9 attached to this designation in perpetuity to the effect that it shall not damage or destroy any native bush in that area ("the Conservation Covenant").

In so far as the areas notated and identified as "Bush Protection Area" in Figure 5.9 include land that is unformed road, the covenant shall only apply to that unformed road as and from any point in time at which that road is stopped, provided that this condition shall not impose any obligation on the Requiring Authority or the Council to stop the road.

The Covenant so entered into by the Requiring Authority shall be registered as an encumbrance on the title to the land so as to run with the land in perpetuity and bind successive owners. The encumbrance shall be prepared by the Council's solicitors and the reasonable expense thereof shall be met by the Requiring Authority.

The 'Bush Protection Area' to the south of the above parcel of land is covered by a similar condition applying to the Landfill designation and is identified as 'Bush Protection Area/Landfill Zone 2' on Figure 5.9 attached.

The boundaries of the Conservation Covenant shall be determined by survey and to the satisfaction of, the Manager — Compliance and Enforcement and shall be finalised in general accordance with, but having no less an area than that depicted on Figure 5.9.

Notwithstanding the Quarry designation over part of the area identified as 'Bush Protection Area' on Figure 5.9 attached to this designation, the Requiring Authority shall not damage or destroy any native bush contained within those areas.

On Figure 5.9, some 1.5 ha. of land is outlined as 'Back-Batter' area. When this area has been excavated and replanted in accordance with Condition (o), the Requiring Authority shall enter into a binding Conservation Covenant prepared in accordance with the provisions specified above in order to protect the bush.

(e) Tonnage and Access

To mitigate the effects of traffic on the environment, the maximum quantity of rock transported from the Whitford Quarry onto Whitford–Maraetai Road shall be limited to 500,000 tonnes per year averaged over any five year period. Trucks operating from the Quarry shall be restricted to a maximum of two hundred (200) trucks per day and a 6 monthly average of one hundred (100) trucks per day. The Quarry operator shall maintain a register on site showing the daily tonnage and number of trucks with the register being open for inspection by Council officers during the hours of operation.

The access road shall be located within the Joint Landfill/Quarry Area outlined on Figure 5.9. The existing sealed access road shall be maintained at all times to minimise the potential of body rattle due to uneven road surfaces. The access road shall be inspected on a six monthly basis as part of the detailed quarry walkover with an engineer who shall report to the Quarry Community Committee on the works (if any) that maybe necessary to minimise the potential for body rattle. The works shall be undertaken by the Quarry Operator in an expeditious manner and to the satisfaction of the Manager — Compliance and Enforcement."

(f) Noise from Blasting

(i) The noise created by the use of explosives shall not exceed either a peak overall sound pressure level of 128dB (i.e a peak pressure of 0.05 kPa above atmospheric pressure) or alternatively, a peak sound pressure level of 122 dBC. The measurement shall be taken in either case at or within the notional boundary of the nearest affected occupied building existing at the time of public notification of the District Plan in 1995 and excluding any building used and occupied as part of a minerals extraction operation.

(ii) All blasting shall be restricted to between 7.00am and 5.00pm (0700–1700), Monday to Friday inclusive, and between 7.30am and 5.00pm (0730–1700) on Saturdays except in emergencies.

(g) Vibration

Vibration levels within the notional boundary of any dwelling on land zoned Rural existing as at the date the designation is confirmed, other than those properties owned or used by Manukau City Council, shall comply with the recommended criteria given in ISO 2631:1989 and DIN 4150, provided that these levels are not exceeded more than 5% of the total number of blasts over a period of 12 months and do not exceed 10 mm/s at any time.

The Quarry operator shall undertake vibration and air overpressure measurements as the Council may from time to time require and maintain and make available for inspection such records of measurements as may have been made to ascertain compliance with the above controls.

The frequency of blast monitoring, monitoring location(s), monitoring equipment and records of information shall be undertaken in accordance with the Quarry Management Plan.

(h) Noise

(I) The following noise requirements shall apply to the quarrying activities at all times:

The noise level (L_{10}) as measured within the notional boundary of any rural dwelling shall not exceed the following limits:

Monday to Friday between the hours of 0700–1800 and Saturday between the hours of 0730–1800	55 dBA
At all other times including Sundays and public holidays	45 dBA

(i) The noise levels shall be measured in accordance with the requirements of NZS 6801:1991 Methods of Measuring Noise and assessed in accordance with NZS 6802:1991 Assessment of Noise in the Environment.

(ii) The noise shall be measured with a sound level meter complying with the International Standard IEC 651(1979): Sound Level Meters Type I.

NOTE: The notional boundary is a line 20m from the facade of any rural dwelling, or the legal boundary where this is closer to the dwelling.

(II) The Quarry Operator shall implement the Noise Management Plan ("NMP") dated May 2003 for the purpose of minimising noise adversely affecting any rural dwellings which may arise from the day to day operation of the quarry in terms of section 16 of the Resource Management Act 1991. A copy of the NMP shall be retained at the quarry and the Manager — Resource Consents and compliance and the chair of the Quarry Community Committee shall each be provided with a copy by the Quarry Operator.

(III) The NMP shall be reviewed by the Quarry Operator annually or when significant changes to the management of the quarry are proposed which warrant its review.

During any review the Quarry Operator shall consult with the Quarry Community Committee and the Manager — Resource Consents and Compliance about the review and any proposed consequential amendments to the NMP. Upon completion of any such review, the Manager – Resource Consents and Compliance and the chair of the Quarry Community Committee shall each be provided with an updated copy of the NMP by the Quarry Operator.

(V) The NMP shall record that:

(i) the NMP applies in respect of quarry activities authorised by Designation 233 in the Manukau City District Plan;

(ii) the parties to RMA 1566/98 acknowledge that the NMP and these conditions relating to the NMP should not be used as a precedent in respect of any other situation or land use authorisation.

(VI) The Quarry Operator shall maintain and keep a register of all complaints received about quarry noise. The register shall, where practical, record the following information:

(i) Time and date of complaint

(ii) Nature of complaint

(iii) If practical, resulting noise level

(iv) Action taken

(v) Weather conditions at time of complaint

(vi) If there was any follow up with person complaining

The Quarry Operator shall provide copies of the entries in the register to the Manager — Resource Consents forthwith upon request.

(VII) Following receipt by the Council of any complaint, which in the opinion of the Manager — Resource Consents and Compliance may be justified, the Quarry Operator shall, if directed in writing by the Manager — Resource Consents and Compliance, commission a suitably trained person to undertake sufficient monitoring to demonstrate whether or not there is compliance with the above noise levels and/or the NMP; and outlining any reduction measures or remedial work that may be required to ensure compliance. Such a report shall be provided within 14 days of a request by the Council weather permitting, or within such further time as the Manager — Resource Consents and Compliance may approve in writing.

(i) Hours of Operation

The hours of operation for the quarrying activity shall be as follows:

Hours of work:	0700–1800	Monday to Friday
	0700–1700	Saturday
	0730–1700	Sunday (emergencies only)
Hours of load-out:	0700–1800	Monday to Friday
	0700–1700	Saturday
	0730–1500	Sunday (emergencies only)

The quarry may load out to 21:00 hours Monday to Saturday up to 20 days per annum. Each such occurrence shall be reported to the Quarry Community Committee. Where it is intended to load out up to 21:00 hours every effort should be undertaken to advise representatives of the community, eg the Whitford Residents & Ratepayers Association of the extended hours of the load-out.

Administrative functions and equipment maintenance may commence at 6.30am Monday to Saturday.

For the purpose of this condition "load-out" means the loading of trucks with quarried material and the subsequent departure of those trucks from the quarry.

(j) Community Committee

The Quarry Operator shall:

(i) Consult with tangata whenua, representatives of local residents (Including the Whitford Residents and Ratepayers Association) and industry representative to facilitate the establishment of a Community Committee (or a Joint Committee for the Quarry and Whitford Landfill) as soon as practicable comprising up to five representatives of those groups, a representative of the Quarry Operator and up to two representatives of the Council.

(ii) Ensure, as far as practicable, that those living in close proximity to the landfill and those living in the broader Whitford Community are represented on the Committee.

(iii) Discuss matters relevant to the quarry including, but without limitation, concerns and complaints of residents and aspects of non compliance and ways of alleviating them.

(iv) Disseminate information to the Committee about the quarry and about any future proposals for the quarry.

(v) Ensure its representative attends meetings of the Committee which should be held on a quarterly basis or more frequently if requested by the Council's Manager — Resource Consents.

(vi) Ensure its representative attend any mediation held at the request of the Councils representative in the event of disagreement between the Quarry Operator and members of the Committee over matters relating to the quarry.

(k) Miscellaneous

The Quarry Operator must obtain all necessary permission from the appropriate controlling authorities for all works associated with the development not covered by the designation.

(l) Topsoil

No topsoil shall be disposed of by sale or otherwise permanently removed from the site except as may be specified in the Quarry Management Plan and approved by the Council.

(m) Discharges to Air

(Refer to ARC Consent No. 30897)

(n) Depth of Quarrying

The quarrying activity within the designated area shall not extend below the RL45 level.

(o) Ecological Mitigation of the Quarry Extension and the Back-Batter Area

Prior to the clearance of vegetation within the additional 3.6ha of land designated for quarrying area or within 6 months of the designation being confirmed, whichever occurs first, an ecological mitigation plan shall be prepared by suitably qualified and experienced ecologists and submitted by the Requiring Authority to the Manager — Resource Consents and Compliance. The approved plan, subject to any additions and alterations inserted by the Manager, shall be implemented by the Requiring Authority to the satisfaction of the Manager — Resource Consents and Compliance.

Measures addressed by the plan shall include, but not be limited to:

(i) A comprehensive survey of the wildlife in the habitat.

(ii) The preparation of a revegetation plan in order to establish adequate growing conditions for the replacement planting of suitable native species on the 1.5ha "back batter" area as illustrated on Figure 5.9. The revegetation of the back batter area is to include enrichment planting of a mix of taraire and puriri saplings numbering no less than 160 individual trees to partly mitigate for the loss of a similar number of mature food trees associated with the quarry expansion.

(iii) The preparation of a planting programme outlining the number and location of plants to be established on year by year basis and the implementation of a maintenance regime.

(iv) Undertake all vegetation alteration and clearance in accordance with accepted arboricultural practise and with suitable expert supervision. When undertaking the vegetation clearance, the stumps and leaf litter shall be left in situ. The cleared areas shall be covered with the mulched material sourced from the cleared tea-tree. Following this site preparation, specific areas can then be excavated of their overburden.

(v) Undertake the proposed vegetation clearance outside of the Kereru breeding season.

(vi) As far as practicable undertake excavation of the overburden outside of the kereru breeding season in order to reduce noise disturbance on nesting pairs.

(vi) A lizard salvage operation shall be undertaken, under the supervision of a suitably qualified herpetologist prior to the vegetation clearance with the release being into the adjoining forest area. Following the lizard rescue, the mature trees within the quarry extension footprint can be felled so that any uncaptured lizards can escape into the surrounding vegetation. The felled trees shall be left for at least two days prior to mulching or removal. A summary of the lizard salvage report, listing species numbers and locations, shall be forwarded to the Manukau City Council and the ARC's Natural Heritage section.

(vii) Prior to any such overburden excavation, the top-soil (and composting mulch) in these areas shall be harvested and stored for subsequent use in the revegetation plantings.

(viii) Revegetate all newly created edges with a dense planting of hardy pioneer species. Use the existing shrubby edges as a guide regarding which species to use in this exercise. Maintain these edges for the duration of the quarry, including weed control and replacement of mortalities.

(ix) Revegetate the completed back-batter slope with indigenous vegetation as soon as the finished slopes become available. Following establishment of a nursery crop of hardy pioneer species on this back-batter, undertake enrichment planting here, which shall include a mixture of taraire and puriri saplings numbering not less than 160 individual trees

(x) Construct a low wind fence along the newly created bush edges in order to provide medium-term protection to the habitat interior. A fence with a minimum height of 1.5m shall be provided, reinforced by the planting of fast-growing native shrubs (such as kanuka, mapou and kohuhu) with a mixture of species such as totara to serve as long-term wind protection.

(xi) The Quarry Operator shall plant and the Requiring Authority shall maintain and use its best endeavours to ensure the growth of approximately 1.2 hectares of additional native bush within the area identified as 'Bush Protection Area/Landfill Zone 2' on Figure 5.9, for the purpose of providing an additional food source to the native wood pigeon/kereru (Hemiphaga novaseelandiae novaseelandie).

The selection of the plant species, the planting plan and maintenance arrangements will be developed in consultation with the Whitford Quarry Community Committee.

(p) Weed and Pest Control Programme — Designated Land and Conservation Covenant

A weed and pest — animal control programme, for both the land designated 'Quarry' and the areas subject to the Conservation Covenant (refer to Condition (d)) shall be submitted by the Requiring Authority to the Manager — Resource Consents and Compliance for approval. The approved plan, subject to any

additions and alterations inserted by the Manager, shall be implemented by the Requiring Authority to the satisfaction of the Manager — Resource Consents and Compliance.

The weed and pest control programme shall include:

(i) A programme that has targets aligned with the ARC's biosecurity targets This shall include weed control operations on the newly created margins of bush on at least four occasions per year, and an annual pest and predator control operation targeting possums, mustelids, rodents and feral cats.

(ii) Controlling and maintaining possum levels to below 5% Residual Trap Catch (RTC) within the proposed covenants areas and liaise with the ARC's Biosecurity section, regarding the most effective methods of pest control,

(iii) Eradicate pest plants, as defined and listed in the ARC's (2002) Auckland Regional Pest Management Strategy 2002–2007, including environmental weeds.

(iv) Eradicating or excluding goats and stock from within the proposed covenant areas

(v) Liaise with the other landowners of the Waikopua Bush (and DOC and ARC bio-security) and attempt to include the entire Waikopua Bush in the weed, pest and predator control operations.

(vi) The preparation and implementation of a monitoring programme by suitably qualified and experienced ecologists to assess the implementation of the mitigation works and of the effectiveness of the proposed treatments along the newly created forest margins in terms of minimising the intrusion of edge effects;

(vii) Monitor the effectiveness of the weed and pest control programme, including:

- The success of the revegetation of the finished back-batter;
- The success of the weed control and pest-animal control programmes;
- Any effects of the quarry extension on the immediately adjacent bush blocks in terms of water-related stress;
- Any effects of the quarry extension on the immediately adjacent bush blocks in terms of dust-related stress;
- Any effects of the quarry extension on the biota and values of the streams in both the Claude Stream and Hog Hill catchments.

(q) Stabilisation of Cultural Heritage Sites

Prior to any earthworks or construction activity within the zone of instability (a 100m radius from the crest of the pa site as delineated on Figure 5.9), or within 6 months of the designation being confirmed, whichever occurs first, the Requiring Authority shall undertake a geotechnical and archaeological investigation of the zone of instability. The investigation shall be undertaken in accordance with the letter from Riley Consultants dated 11 November 2005, in order to determine the remedial measures required to ensure the stabilisation of the pa site and the adjacent land (when used for its intended purpose). The required stabilisation works shall be implemented prior to any earthworks or construction activity commencing in the area identified as being within the zone of instability. The remedial works shall be undertaken to the satisfaction of the Manager — Resource Consents and Compliance,

(r) Protection of Cultural Heritage Items

The Quarry Management Plan shall incorporate suitable measures for monitoring and avoiding adverse effects on cultural heritage items, including but not limited to the following:

(i) The protection of the pa site RI I/333 to the southwest of the quarry extension area in accordance with accepted archaeological practice and which is to be protected from damage by quarrying activities and any encroachment of heavy machinery.

(ii) The quarry expansion area shall be field checked for archaeological evidence after vegetation clearance and prior to earthworks.

(iii) The Involvement of Ngai Tai Umupuia in the identification and management of cultural heritage sites.

(iv) If subsurface archaeological evidence should be unearthed during construction (e.g. intact shell midden, hangi, storage pits relating to Maori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), work should cease in the immediate vicinity of the remains and the Manukau City Council, Historic Places Trust and tangata whenua should be contacted so that appropriate action can be taken. This includes such persons being given a reasonable time to record and recover archaeological features discovered before work may commence.

(v) If modification of an archaeological site is necessary, an Authority to Modify must be applied for under Section 11 of the Historic Places Act 1993 in addition to any required approval of the Manukau City Council.

(vi) In the event of human remains being uncovered, work shall cease in the immediate vicinity and the tangata whenua, Historic Places Trust and NZ Police should be contacted so that appropriate arrangements can be made.

(s) Annual Survey of Face and Batter Slope Stability

An annual review of face stability shall be undertaken by an engineering geologist to assess defect aspects, and the safety of geological conditions against the model used by Riley Consultants Ltd in their report dated 27 July 2005 and contained in Technical Appendix 2 of Volume Two of the Requirement.

(t) Landscape Mitigation

(i) Quarry activities shall not lower the height of the existing water tank ridge/saddle (that are to be defined by a survey of the land undertaken in consultation with the owners of the property at 382 Ara Kotinga Rd, Whitford), south of the new stockpile area.

(ii) Additional screen planting shall be undertaken to the west of the new stockpile area. Planting shall be undertaken in consultation with the Whitford Quarry Committee within 24 months of this designation being confirmed.

(u) Expert Advisory Fund

The Requiring Authority shall pay for the Whitford Quarry Community Committee to engage technical experts to review technical documents and report back to the Committee, to a maximum sum of $10,000 (CPI adjusted) in any one calendar year.

(v) Supply of Cover Material

Wherever practicable, cover material shall be supplied to the Whitford Landfill by utilising empty quarry trucks. Details regarding volumes of cover material supplied to the landfill shall be reported to the Whitford Quarry Community Committee on a quarterly basis. For the avoidance of doubt, the truck movements referred to in this condition will be counted as quarry truck movements.

Joint Landfill/Quarry Area — Explanatory Statement

As well as being used for landfill purposes, the Joint Landfill/Quarry Area is also used for the purpose of stockpiles, water reticulation and treatment systems, access for vehicles and minor buildings".

[AM75]

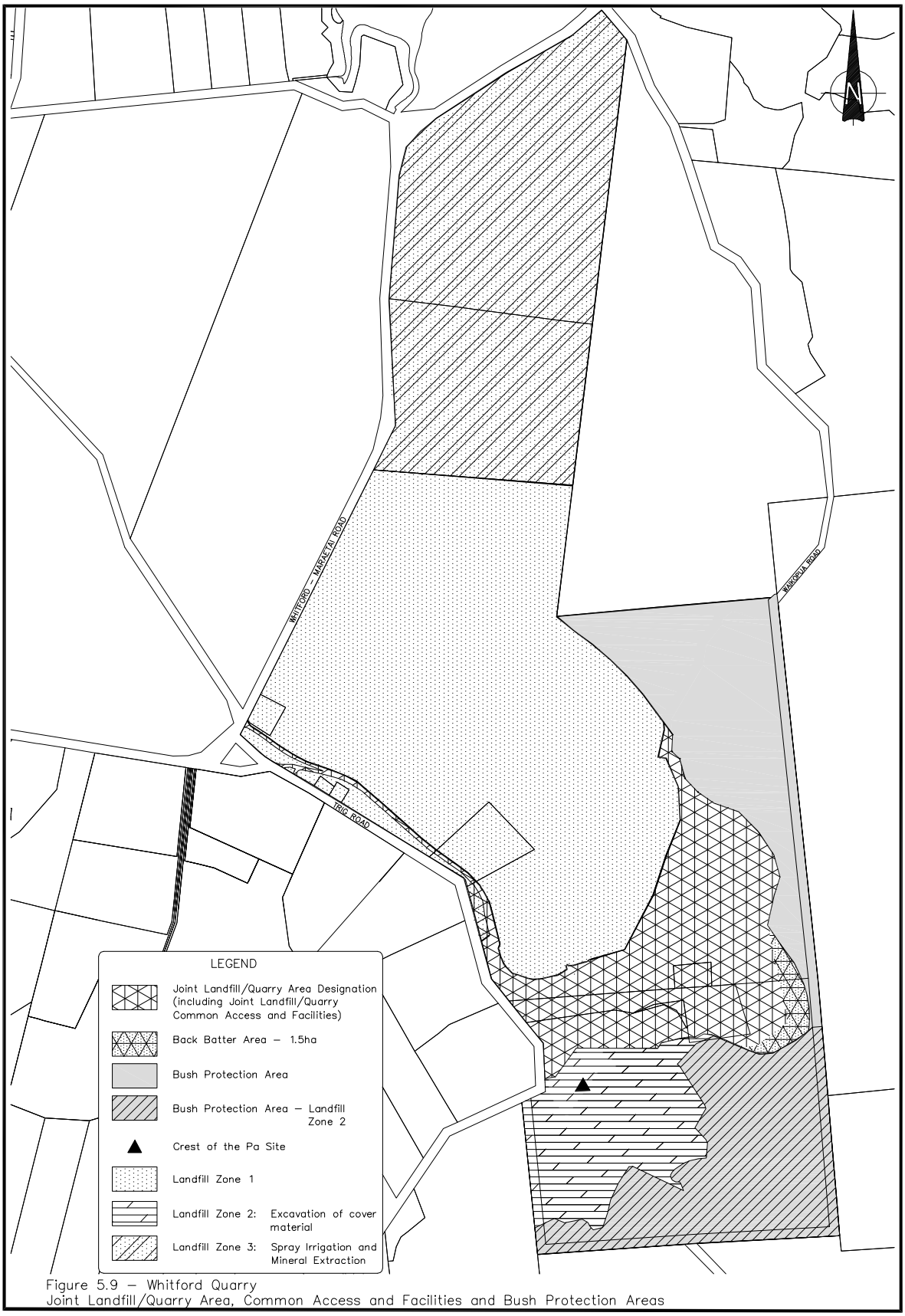

Figure 5.9 – Whitford Quarry
Joint Landfill/Quarry Area, Common Access and Facilities and Bush Protection Areas

FIGURE 5.9 WHITFORD QUARRY JOINT LANDFILL/QUARRY AREA, COMMON ACCESS AND FACILITIES AND BUSH PROTECTION AREAS

[AM75]

SCHEDULE 5A15: CONDITIONS ON DESIGNATION NO 266, POLICE AND EMERGENCY SERVICES RADIOCOMMUNICATIONS AND TELECOMMUNICATIONS

1. That the mast and equipment building shall be painted or finished in a recessive grey colour so as to minimise its visibility; and

2. The transmitters and antennae that form part of this facility shall be operated so that the radiated field generated by the antennae (individually or in combination) does not exceed NZ 6609 at any point within 3m of the ground surface and the power flux levels inside the buildings located on the subject site, or inside buildings located on adjoining sites, shall not exceed the levels according to NZS6609.

3. Within six months of installation of the antenna, the requiring authority shall carry out tests of the electromagnetic field to demonstrate compliance with NZS6609. A copy of the test results shall be forwarded to the Manager — Environmental Health, Manukau City Council. Thereafter, upon request from the Council, at no lesser intervals than annually, the applicant shall provide written confirmation that the Condition 2 is being complied with and that the scale and significance of the actual or potential effects of the activity have not altered from those originally set out by the applicant.

4. The earthworks and equipment building shall be screened by the retention of as much of the existing pine planting as is consistent with protecting the required microwave paths and preserving access to the site.

5. Earthworks are to be conducted on site so as to:

   - leave a stable slope; and

   - minimise dust generation, soil erosion and sedimentation.

6. The Minister recognises the existence of nearby quarrying activities and that vibration and other effects may arise as a result of those activities.

7. That the electric power cable to the site and equipment building be placed underground.

8. That a management plan be formulated and adhered to by NZ Police and its contractors that makes satisfactory provision for traffic management and mitigation of any dust nuisance on Otau Mountain Road during the construction phase of the project

SCHEDULE 5A16: CONDITIONS ON DESIGNATION NO 267, TE KURA KAUPAPA MAORI O MANUREWA PRIMARY SCHOOL

1. That an outline plan be submitted at the time of further development. This outline plan shall show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions.

2. The proposed buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted that the noise level (L_{10}) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below.

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	50
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70 dBA

The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "*Measurement of Sound*" and NZS 6802:1991 "*Assessment of Environmental Sound*".

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm (0800–1800).

3. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) for building development of over 150m², demonstrating that the provisions of Condition 2 will be met.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics — Construction Noise.

   [AM14]

5. The site shall be used for educational purposes and meetings and functions related to the operation of the school. Such activities shall be carried out on the site in accordance with the information provided in the notice of requirement and conditions of the designation.

6. That at all times adequate provision is to be made for all vehicle manoeuvring (including) drop off and pick up zones) and parking and pedestrian access links to be catered for on-site and not within the legal road formation of Trounson Avenue.

7. That the proposal comply with the access and parking as follows:

   On-site parking for staff is to be calculated at a ratio of two parking spaces for every three full time equivalent staff members.

8. That the Requirement apply for a period of ten years, prior to development.

9. That an environmental management plan shall be submitted in conjunction with the outline plan. This management plan shall show the methods of control dust, vegetation disposal, the identification of any noxious plants and the mitigating measures which are to be taken for the purpose of avoiding or remedying any adverse effects on the environment.

10. That all buildings and structures on the site are to be located at least 6m from any adjacent property boundary, except that this distance need not be observed where written consent has been obtained from the affected property owner(s).

11. That pursuant to Section 176 of the Resource Management Act 1991 the use of the site for a purpose other than the designated purpose shall be subject to the provisions of the District Plan.

SCHEDULE 5A17: CONDITIONS ON TAMAKI SOUTH EAST BRANCH SEWER AND WASTE WATER PUMP STATIONS DESIGNATION 268

1. That an Outline Plan of Work be submitted prior to the proposed construction of the sewer. This Outline Plan shall include details in respect of depth, size of pump stations, and the nature of incoming sewers and verification as to the catchment they will serve.

2. That proposed Pump Station 61 be amended to avoid encroachment on the downstream face of the Rongomai Dam and to be located outside of the overflow zone of this dam.

3. An alternative provision for access to Pump Station 61 shall need to be provided to avoid stress to the Rongomai Dam.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are stated below:

5. That an archaeologist shall be present to monitor an excavation of the higher land to the east of Preston Road Reserve, in the general vicinity of proposed Pump Station No 61 as identified in the 7 June 1996 report by Clough and Associates – Tamaki South East Interceptor Route – Preliminary Archaeological Survey for the Feasibility Investigation, at the time works are undertaken to construct the sewer.

6. That all land shall be fully reinstated as soon as practicable upon completion of installation of the sewer.

7. All land modification works associated with the activity involving either removal of soil from the site to an approved cleanfill location or its relocation on site, are to be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no dust or soil erosion/siltation which, in the opinion of an enforcement officer who is employed by Council, is objectionable offensive, or has the potential to create an adverse effect on the receiving environment.

SCHEDULE 5A18: CONDITIONS ON DESIGNATION NO 271, RANDWICK PRIMARY SCHOOL

1. That an outline plan be submitted at the time of development. This plan shall show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions as prescribed by the District Plan.

2. The proposed building shall be so designed and constructed, and the use of the building and site shall be so conducted that the noise level (L_{10}) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below.

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800).

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	50
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70 dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm (0800–18.00).

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "*Measurement of Sound*" and NZS 6802:1991 "*Assessment of Environmental Sound*".

3. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards as at Condition 2 will be met.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics — Construction Noise.

[AM14]

5. That adequate provision is to be made for all vehicle manoeuvring (including) drop off and pick up zones) and parking and pedestrian access links to be catered for on-site and not within the legal road formation of Riverton Drive.

6. That all conditions of the land use resource consent granted on 7 March 1996 for land modification and public utility service works, are to be fully complied with and completed to the satisfaction of the Council prior to commencement of the use of the proposed primary school.

7. That the proposal comply with access and parking provisions as follows:

   (a) On-site parking for staff is to be calculated at a ratio of two parking spaces for every three staff members. This shall include both full time and part time staff members.

   (b) A suitable drop-off area with parking provision to cater for parents' short term parking requirements.

   (c) A pedestrian access network linking the drop-off area to teaching areas and other activity areas on the site.

   (d) The width of the vehicle crossings should not exceed 6m for one-way and 9m for two-way access systems, as measured at the footpath.

8. That the Requirement apply for a period of five years, prior to development.

9. That an environmental management plan shall be submitted in conjunction with the outline plan. The management plan shall show the methods to control dust, vegetation disposal, the identification of any noxious plants and the mitigating measures which are to be taken for the purpose of avoiding or remedying any adverse effects on the environment.

10. That pursuant to Section 176 of the Resource Management Act 1991 the use of the site for a purpose other than the designated purpose shall be subject to the provisions of the District Plan.

SCHEDULE 5A19: CONDITIONS ON DESIGNATION NO 272 — PROPOSED PRIMARY SCHOOL CHARLES PREVOST DRIVE

1. That an outline plan shall be submitted at the time of development. This plan shall show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions and any other matters to avoid, remedy, or mitigate any adverse effects on the environment.

2. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted that the noise level (L_{10}) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below.

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700 - 1800):

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700 - 1800):

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	50
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70 dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound**".**

3. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.
   [AM14]

5. That any new development or redevelopment within the designation complies with the development and performance standards for parking, access and vehicle circulation as described below:

6. Building height and location shall be as follows:

   (i) No building shall be located closer than 6 metres from any boundary, provided that with the written consent of the landowner(s), this distance may be reduced.

   (ii) All buildings shall comply with the height in relation to boundary controls for the underlying zone of the school.

   (iii) Any building closer than 20 metres from any boundary shall not exceed 8 metres in height, provided that with the written consent of affected landowner(s) the height restriction may be exceeded by no more than 2 metres.

   (iv) Any other building shall not exceed 11m in height.

7. The Requirement shall apply for a period of ten years, prior to development.

8. An environmental management plan shall be submitted in conjunction with the outline plan. The management plan shall show the methods to control dust, vegetation disposal, the identification of any noxious plants and the mitigating measures which are to be taken for the purpose of avoiding or remedying any adverse effects on the environment.

Advice Notes:

1. The Minister is advised that while the land subject to the Requirement to Designate does not contain any known archaeological sites. It is possible that unrecorded sites may exist on the site. Pursuant to the Historic Places Act 1993, it is unlawful for any person to destroy, damage or modify an archaeological site unless an authority has been obtained from the Historic Places Trust. Failure to obtain a consent may result in a fine of up to $100,000. Should the applicant or any subsequent purchaser uncover an archaeological site during development, the New Zealand Places trust must be consulted.

2. The Minister is advised that an Air Discharge permit for any boilers or incinerators associated with the school will be required at the time the site is developed in accordance with the provisions of the requirement.

Parking, Access and Vehicle Circulation Conditions

1.0 General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall require a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition.

2.0 Access to the Primary Road Network

This clause of the condition applies to school designations which have frontage to the primary road network.

Note: The proposed primary school at 110 Charles Prevost Drive, Manurewa does not front a primary Road. Accordingly, this clause of the condition is not applicable.

(i) In accordance with Rule 8.10.3(b) of the District Plan, any activity within the designation requiring a vehicle access point to be constructed onto the primary road network or within 50 metres of the projected road boundary of an intersection onto the urban primary road network, requires a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the appropriate Assessment Criteria contained within Rule 8.12.2 of the District Plan.

3.0 Performance Standards - Design of Access to Road Network

3.1 Vehicle Crossing Design

(a) Vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property**.**

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one-way	3.0 metres	6.0 metres
two-way	3.0 metres	9.0 metres

3.2 Gradients

The grade of vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

3.3 Prohibited Areas

No vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

3.4 Separation of Driveways

The following minimum separation distances shall apply to vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the applicant's side of property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

3.5 Swept Paths

All vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning

left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane.

3.6 Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

3.7 Impact on Street Furniture, Street Trees and Traffic Signs

No vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

3.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council will have regard to assessment criteria in Rule 8.11.8 of the District Plan.

4.0 Performance Standards - Parking and Vehicle Circulation

4.1 Provision of Parking

4.1.1 Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause of the number of parking spaces to be provided in relation to the use of any building on the site within the description of the designation shall be determined in accordance with the following formula:

(i) For Primary Schools

2 for three staff members and a suitable drop off area.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any land or building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

4.1.2 Diminution of Land Available

The parking area that is made available about a building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity, but a private garage may be erected.

4.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

4.1.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.2 of the District Plan

4.2 Provision of Loading Space

4.2.1 Any activity within the designation which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

4.2.2 Part of any yard of a site may be used to provide a loading space for any site provided that the loading space and method of loading shall at no time:

(a) cause the footpath or access to the rear of the site or access to an adjacent property to be blocked; or

(b) create a traffic hazard on the road.

4.2.3 Number of Loading Spaces to be Provided

The number of loading spaces to be provided in respect of any of the following uses on any particular site shall be determined according to the following table:

4.2.4 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clause 4.2.3 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.4 of the District Plan

4.3 Design of Parking and Circulation Areas

Gross Floor Area of Activity (square metres)	Number of off-Road Loading Spaces to be Provided
0–20,000	1
20,001–50,000	2
Over 50,000	2 + 1 for ever every additional 25,000m^2 of gross floor area.

All parking in the form of a parking lot or a parking building, shall conform with layout, access and any other requirements of this condition.

4.3.1 Vehicle Dimensions

Each parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.3.2 Reverse Manoeuvring

All parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.3.3 Vehicle Queuing

Sites shall be laid out in such a way that vehicles using or waiting to use on site facilities shall not queue into the adjoining road or obstruct entry to or exit from the site.

The minimum distance between any such facility and the mid point of the property boundary edge of any vehicle crossing to the site shall be 12 metres (the property boundary having been adjusted for any proposed road widening).

4.3.4 Design and Construction Details

All public and private parking areas shall comply with the following requirements:

(a) The parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the Permitted Activity of that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The parking area shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate access driveways and pedestrian areas within public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) Parking areas and signs and markings shall be maintained by the owner or occupier so that at all times they remain legible and available for use by vehicles.

(f) All parking spaces provided to meet the requirements of clause 4.1.1 of this condition shall be right angled parking spaces.

(g) The design and layout of parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any parking space or exit any parking aisle in the event that the parking spaces within the aisle are occupied.

(h) Where there are several separate parking areas within a site (or sites where joint parking areas are involved), then internal vehicular access between the parking areas shall be provided so that vehicles do not have to use the adjoining road network to travel between carparks.

4.3.5 Provisions for Disabled Persons

Where it is proposed to establish the use of any land or erect any building and that use or building is listed in Section 25 of the Disabled Persons Community Welfare Act 1975 carparking spaces for the exclusive use of vehicles driven by persons with disabilities or any person accompanying a person or persons with disabilities, shall be provided as follows:

(a) no fewer than one carparking spaces for the disabled shall be provided where the total number of carparking spaces is between 1 and 10; no fewer than two carparking spaces for the disabled shall be provided where the total number of parking spaces is between 11 and 99; and one additional carparking spaces for the disabled for each additional 50 parking spaces or part thereof.

(b) Such carparking space or spaces shall be credited towards the number carparking spaces required.

(c) Such carparking spaces shall be designed in accordance with the requirements of the New Zealand Standard Specification 4121 (1985). Access from such carparking spaces to buildings shall also be designed in accordance with these standards and carparking spaces shall be so located to ensure that the distance to be traversed is as short as possible.

4.3.6 Design of Loading Spaces

(a) Location

A loading space or loading spaces shall be so located as to fulfill the purpose for which loading is required in relation to the functional design of the building and the area and shape of the site. The extent of the area required for manoeuvring in respect of any loading space shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. In determining that area there shall be taken as a minimum guide the 90 percentile truck tracking curve shown in Figure 8.8 of the District Plan;

(b) Loading Docks Fronting Roads or Service Lanes

The minimum dimensions for a loading dock fronting directly on to a road or service lane shall be sufficient to accommodate the largest vehicle that is expected to utilise the loading space. As a minimum guide they shall be 3.5m wide by 3.5m high by 7.5m deep measured from the road or service lane boundary of the site. In the case of a loading dock to be used by articulated vehicles the dock shall not be less than 11m deep measured from the road or service lane boundary of the site.

(c) Reverse Manoeuvring

Except for loading areas with access to a cul-de-sac or service lane, all loading areas shall be designed to ensure that the vehicles using them are not required to reverse either onto or off the site and are not required to execute more than a three point turn to exit the site (based on the appropriate truck tracking curve). In complying with the above the truck tracking curve shall not track over any defined parking spaces required to satisfy Performance Standard 1 of this condition or require a vehicle to reverse more than 30 metres on site.

4.3.7 Assessment Criteria

When assessing any application for Restricted Discretionary Resource Consent for non-compliance with any of the Performance Standards in clauses 4.3.1 to 4.3.6 of this condition, Council will have regard to the Assessment Criteria contained within Rule 8.24.8 of the District Plan

4.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the parking requirement in respect of the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Council may instead of enforcing the provision, accept payment of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively Council may elect to accept a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

(b) Any payment made under subsection (a) of this rule shall contribute to satisfying the requirements of the scheme for parking provision in respect of the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as, is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure.

(c) When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites for which cash in lieu of parking has been accepted.

4.5 Traffic Management Works

The Council shall assess any Outline Plan of Works or any resource consent under 1.0(ii) and 2.0(i) of this condition submitted by the requiring authority for any development or redevelopment of the designated site having regard to the potential transportation related effects of the development.

The requiring authority shall be required to meet the reasonable costs of all access and traffic management works (including any additional land required to accommodate these works) associated with an activity on the designated site to the extent that such works are required to meet safety, access, egress, or amenity considerations related to the activity or where the works are required to mitigate the likely adverse effects from the activity on the safety or operation of the transport network.

SCHEDULE 5A20: CONDITIONS ON DESIGNATION NO 273, POINT VIEW PRIMARY SCHOOL

1. That an outline plan be submitted at the time of development. This outline plan shall show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions as prescribed by the District Plan.

2. The proposed building shall be so designed and constructed, and the use of the building and site shall be so conducted that the noise level (L_{10}) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below.

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between hours of 7.00am and 6.00pm (0700-1800).

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700-1800)

DAY / TIME	NOISE LEVEL (L10) dBA
Mon - Sat, 7.00am - 6.00pm (0700 - 1800)	50
Mon - Sat, 6.00pm - 10.00pm (1800 - 2200) Sunday and public holidays, 7.00am - 10.00pm (0700-2200)	45
At all other times	40

   L_{MAX} = 70 dBA

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "*Measurement of Sound*" and NZS 6802:1991 "*Assessment of Environmental Sound*".

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm (0800-18.00).

3. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirement in the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.
   [AM14]

4. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

5. That adequate provision is to be made for all vehicle manoeuvring (including drop off and pick up zones) and parking and pedestrian access links to be catered for on-site and not within the legal road formation of Kilkenny Drive.

6. That the proposal comply with access and parking provisions as follows:

   (a) On-site parking for staff is to be calculated at a ratio of two parking spaces for every three staff members.

   (b) A suitable drop-off area with parking provision to cater for parents' short term parking requirements.

   (c) A pedestrian access network linking the drop-off area to teaching areas and other activity areas on the site.

   (d) The width of the vehicle crossings should not exceed 6m for one-way and 9m for two-way access systems, as measured at the footpath.

7. That the Requirement apply for a period of five years, prior to development.

8. That an environmental management plan shall be submitted in conjunction with the outline plan.

   The management plan shall show the methods to control dust, vegetation disposal, the identification of any noxious plants and the mitigating measures which are to be taken for the purpose of avoiding or remedying any adverse effects on the environment.

9. That all buildings and structures on the site are to be located at least 6m from any adjacent property boundary, except that this distance need not be observed where written consent has been obtained from the affected property owner(s).

SCHEDULE 5A21: CONDITIONS ON DESIGNATION NO 274 PROPOSED PRIMARY SCHOOL - GOLFLAND DRIVE

1. That an outline plan be submitted at the time of development. This outline plan shall show the height, shape and bulk of the work, its location on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions as prescribed by the District Plan.

2. The proposed building shall be so designed and constructed, and the use of the building and site shall be so conducted that the noise level (L_{10}) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential.

   These limits are stated below.

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700-1800).

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L95) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700-1800):

DAY / TIME	NOISE LEVEL (L10) dBA
Mon – Sat, 7.00am–6.00pm (0700–1800)	50
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and public holidays, 7.00am–10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70 dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm (0800-18.00).

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "*Measurement of Sound*" and NZS 6802:1991 "*Assessment of Environmental Sound*".

3. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.
   [AM14]

4. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

5. That in conjunction with an Outline Plan of Works' for the above school site, full engineering design plans (construction details) for the following works be submitted to Council for approval, in accordance with Council's development and performance standards and engineering performance standards of the District Plan, to the satisfaction of the Manager - Infrastructure Policy & Waste and at the expense of the Ministry of Education, unless these works (or part thereof) have been previously granted and authorised within either a previous Land Use or Subdivision Consent associated with this land:

   (a) All land modification (earth) works proposed within the proposed school site, including provision of:

      (i) methods to mitigate the effects of silt runoff, dust and noise during construction works, and the submission of a revegetation programme upon completion of the works,

      (ii) a foundation investigation report to identify all geotechnical matters to be incorporated with the design of the proposed land modification works, and

      (iii) the provision for overland flowpaths within and through the site to facilitate the flow of stormwater and in order to protect both the proposed school and adjoining properties from inundation, instability and erosion,

   (b) The piping of the existing open stream traversing through the above site designed to cater for the developed upstream catchment area,

   (c) The extension of the existing 'public' stormwater and sanitary sewer reticulation (within the above site) through the proposed school site in order to service the upstream catchment area,

   (d) The extension of Golfland Drive along the full frontage of the proposed school site, such design being to a maximum value of half the full legal road width required for Golfland Drive extension (being a 10.8 metre carriageway width and legal width of 21.2 metres), and including all bulk earthworks, kerb and channeling, sealed carriageway construction, stormwater control, berm formation and footpath construction,

   (e) The extension of underground water supply, electricity, telecommunication, gas, and street lighting reticulation works within the berm area provided for by Golfland Drive extension works (identified in (d) above) along the total frontage of the above site.

   The above approved works are to be completed to the satisfaction of the Manager - Infrastructure Policy & Waste, including the provision of a foundation completion report upon completion of the proposed land modification works to confirm the site's suitability for the intended use, by the Ministry of Education prior to commencement of operation of the proposed primary school on this site, unless these works have been previously completed (or part thereof) to the satisfaction of Council in conjunction with either a previous Land Use or Subdivision Consent associated with this land.

6. That the vesting as legal road of the Golfland Drive extension works along the total frontage of the above site be actioned by the Ministry of Education in conjunction with an outline plan of works for the proposed school prior to commencement of operation of the proposed primary school on this site, unless the vesting of this road has been previously completed in conjunction with either a previous Land Use or Subdivision Consent associated with this land.

7. That any easements required to be put in place for overland flowpaths be actioned by the Ministry of Education in conjunction with an outline plan of works prior to commencement of operation of the proposed primary school on this site, unless these easements have been previously completed in conjunction with either a previous Land Use or Subdivision consent associated with this land.

8. That the proposal comply with access and parking provisions as follows:

   (a) On-site parking for staff is to be calculated at a ratio of two parking spaces for every three members.

   (b) A suitable drop-off area with parking provision to cater for parents' short-term parking requirements.

   (c) A pedestrian access network linking the drop-off area to teaching areas and other activity areas on the site.

   (d) The width of the vehicle crossings should not exceed 6m for one-way and 9m for two way access systems, as measured at the footpath.

9. That the Requirement apply for a period of ten years prior to development.

10. That an environmental management plan shall be submitted in conjunction with the Outline Plan. This management plan shall show the methods to control dust, vegetation, disposal, the identification of any noxious plants, and the mitigating measures which are to be taken for the purpose of avoiding or remedying any adverse effects on the environment.

SCHEDULE 5A22: CONDITIONS ON DESIGNATION NO 275 - WILLOWBANK PRIMARY SCHOOL

1. That an outline plan of works be submitted for any additional works not shown within Stage 1 of the works represented on the Andrews Scott Cotton Architects plans Ref: 99828 Revision 5 and numbered 16145 by the Council.

   These additional works include but are not limited to:

   (a) the height, shape, and bulk of the proposed buildings associated with Stages 2 and 3 of the development; and

   (b) the vehicular access, circulation, and provision for parking associated with subsequent stages of development.

2. Any building shall be so designed and constructed, and the use of the building and site shall be so conducted, that the noise level (L_{10}) does not exceed the following limits when measured at or within the boundary of any adjacent site zoned residential or rural.

   (a) Where the background level (L_{95}) is less then 50dBA when measured between the hours of 7.00am and 6.00pm (0700-1800):

DAY/TIME	**NOISE LEVEL** (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L_{10}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700-1800):

DAY / TIME	**NOISE LEVEL (L_{10}) dBA**
Mon–Sat, 7.00am–6.00pm (0700–1800)	50
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and public holidays, 7.00am–10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70 dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm (0800-18.00).

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "*Measurement of Sound*" and NZS 6802:1991 "*Assessment of Environmental Sound*".

The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

3. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirement in the District Plan.

These requirements are stated below:

TIME PERIOD	NOISE LEVEL (dBA)					
	Monday to Saturday			Sunday and Public Holidays		
	L_{95}	L_{10}	L_{MAX}	L_{95}	L_{10}	L_{MAX}
0700–1800	60	75	85	45	50	65
1800–2200	45	50	65	40	45	65
2200–0700	35	40	65	35	40	65

4. Building height and location shall be as follows:

   (i) No building (other than the caretaker's office and associated facilities) shall be located closer than 6m from any boundary with the exception of building on the eastern boundary of the site where no building shall be located closer than 8m from this boundary.

   (ii) Any building on the site shall not exceed 8m in height from the finished ground level (after completion of bulk earthworks).

   (iii) All buildings within the school site shall comply with the height in relation to boundary controls for the underlying zone.

   (iv) No building (excluding the caretaker's office and associated facilities) in Stage 1 of the development:

   - Shall be located closer than 22 metres from any residential or rural boundary or 13 metres from any road boundary.

   - Shall exceed 6 metres in height from the finished ground level (after completion of bulk earthworks) apart from the multi purpose building which shall not exceed 7 metres in height.

   For the purposes of this condition, buildings identified within "Stage 1 of the development" include the construction of the multi-purpose building, library, caretakers office, and associated facilities, administration block and the two most western classroom blocks represented on the Andrews Scott Cotton Plan Ref: 99828 Revision 5 and numbered 16145 by the Council.

5. Prior to the opening of the school that part of the northern boundary of the site between Middlefield Drive and the southern end of the 13 metre step in the boundary adjacent to the caretakers office shown on the Andrews Scott Cotton Architects Plans Ref: 99828 Revision 5 and numbered 16145 by Council shall be screened by a (close boarded) solid fence or wall at least 1.8 metres in height. This fence shall be maintained on an ongoing basis in a tidy condition and any damage or breakage to the structure of this fence shall be repaired immediately. The remainder of the northern boundary shall be fenced with a 1.2m high steel tube and mesh fence.

6. The school will have a maximum roll of 540 pupils provided that the roll will be able to exceed 540 pupils up to a maximum of 700 pupils for a period not exceeding three years.

7. Landscaping of the site shall include the following:

   (i) The southern and western boundaries of the site shall be planted with specimen trees of appropriate size. Plantings are to be predominantly native species. The trees shall be planted in the general location represented for these trees on the Andrews Scott Cotton Architects Plans Ref 99828 Revision 5 and numbered 16145 by Council The trees shall be planted prior to the opening of the school and maintained thereafter in a healthy state.

   (ii) The eastern boundary of the site shall be planted with specimen trees of appropriate size in consultation with adjoining landowners. Plantings are to be predominantly native species. These trees shall be planted prior to the opening of the school, and maintained thereafter in a healthy state.

   (iii) A minimum of 4.5m width of dense planting shall be provided on the northern boundary of the site between Middlefield Drive and the 13m step in the boundary as represented on the Andrews Scott Cotton Architects Plan Ref: 99828 Revision 5 and numbered 16145 by Council. The planting shall include (but not solely comprised of) specimen trees of size PB95 or larger included within the following list planted at not greater than 6m centres: Totara, Rewarewa, Karaka, Pohutukawa, Puriri, Titoki, Magnolia Grandiflora. The area along this boundary not represented within this planting strip shall have a minimum planting strip of 1m and shall include a continuous row of shrubs.

   The above plantings shall be planted prior to the opening of the school and maintained thereafter in a healthy state.

8. That any outdoor storage or rubbish collection area visible form adjoining public roads, parking areas, or neighbouring residential properties shall be screened by landscaping and/or the erection of a fence.

9. In the event of archaeological features being uncovered (eg shell midden, hangi or oven stones, pit depressions, defensive ditches, artifact material, or human bones), work is to cease in the vicinity of the discovery and the Environmental Management Group, Manukau City Council, the New Zealand Historic Places Trust and appropriate iwi authorities shall be contacted so that appropriate action can be taken. This includes such persons being given a reasonable time as determined by the Council to record and recover archaeological features discovered before work may recommence there.

10. That a north to south drive through drop-off area for cars be provided of approximately 70m in length along the front of the administration block (or a lesser length if other design solutions can be found to achieve the same outcome) with the northern entrance drive located no closer than 13.5 metres clearance from the north-western corner of the site (as measured along the road boundary of the site).

11. That the Minister of Education meets the initial costs of any signs and road marking that are required at the time of opening the school to control parking on roads adjacent to the school – where these are required to address traffic effects caused by the operation of the school.

12. That a footpath be provided to Browns Lane to enable access across the playing field.

13. That parking areas and driveways be formed, drained, sealed and marked prior to the commencement of use of these parking areas. Parking spaces shall be provided at a rate of no less than two spaces per class room and shall be established prior to the commencement of the activity that they are designed to serve.

14. That vehicle crossings be in accordance with Councils Engineering Quality Standards for Commercial Vehicle Crossings. (Drawing R-10).

15. That upon the provision of a footpath on the south side of Browns Lane, the Ministry meets the full costs of provision of a non-signalised pedestrian crossing to be located between the playing field footpath access to the school from Browns Lane and the intersection with Middlefield Drive.

16. That an outside dedicated bus bay be provided separate from the car drop off area. Engineering plans are to be approved by the Council prior to construction.

17. That the manoeuvring aisle be increased in width to 7.7m adjacent to the 23 car parks to the south of the buildings and that widening to 4.5m minimum be provided on the other legs of the driveway over distances of 15m to allow passing.

18. A roundabout shall be provided at the intersection of Middlefield Drive and Browns Lane as part of Stage 1 of the school development.

    The Minister shall meet 25% of all costs, up to a maximum of $25,000, associated with the construction of a roundabout at the intersection of Middlefield Drive and Browns Lane. This contribution is to be paid to the Manukau City Council prior to the opening of the school, or at the time the Manukau City Council has approved a roundabout design. The design and installation of the roundabout will remain the responsibility of the Manukau City Council. The costs to the Minister of Education of the roundabout shall exclude the cost of constructing a T-intersection at this point previously approved within the concept subdivisions of the land to the north of Browns Lane.

    These costs shall be identified and agreed with the Manager Infrastructure Policy and Waste prior to construction.

SCHEDULE 5A23: CONDITIONS ON DESIGNATION 276 , WATERCARE SERVICES LTD: extension of the south western interceptor in the road reserve from outside 295 Roscommon Road, along Burbank Ave, Rowandale Ave and Mountford Park, terminating outside 12 Dr Pickering Avenue, Manurewa as shown on the plans submitted with the Notice of Requirement (numbered 18176)

Engineering Plans

1. That detailed engineering plans be provided to Council for approval prior to works commencing.

Land Modification - Earthworks

2. That all land modification works shall be undertaken in such a manner as to ensure that beyond the boundary of the designated area there should be no 'dust' or 'soil erosion/ siltation', which in the opinion of the Manager - Resource Consents and Compliance, is objectionable, offensive or has the potential to create an adverse effect on the receiving environment.

3. That the applicant shall be responsible to ensure that the land within the above site and the land on adjoining properties remains stable at all times in respect to the approved works.

4. That control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the applicant's expense.

5. That prior to the works commencing, the applicant shall provide Council's Manager - Environmental Health with details of the level of communication with neighbouring property owners/occupiers and identification of the liaison person. The applicant shall ensure that, before commencement of the development, the owners of all adjoining properties are notified in writing of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom neighbours can liaise if the need arises. (Any queries in the foregoing should be referred to the Manager - Environmental Health).

6. That adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the site. Any damages to the public drains that may occur during construction shall be the applicant's responsibility.

7. The deposition of any surplus excavated material onto land shall only occur in compliance with the rules in the District Plan or a current resource consent for such an activity applicable to the site to which the surplus excavated material is to be moved.

8. In the event of archaeological evidence being uncovered (eg shells, midden, hangi or oven, pit depressions, defensive ditched, artefactual material or human bones), work shall cease in the vicinity of the discovery and the appropriate tangata whenua and the New Zealand Historic Places Trust contacted so that appropriate action can be taken before work commences.

Roading

9. That a Traffic Management Plan addressing the temporary diversion of traffic during the works shall be submitted for the approval of the Manager - Resource Consents and Compliance at least two weeks prior to the works commencing.

10. That all works wherever practicable shall be undertaken by the way of thrust techniques. Where open cut trenching is required within the road reserve an Open Cut permit shall be obtained from the Manager RoadNet prior to the works commencing.

11. That a Health and Safety plan shall be submitted to the Manager Resource Consents and Compliance prior to the works commencing.

Utilities

12. That Watercare Services Limited shall notify the relevant utility operators of its intention to construct the pipeline at least five (5) months before construction commences. Notification shall include measures to avoid, remedy or mitigate the effects of the proposed works on utility structures and services.

Environmental Health

13. That prior to commencement of construction works, an environmental management plan shall be submitted for the Council's Manager - Environmental Health for approval, detailing the following measures for the construction and the monitoring of compliance with those standards during the course of the construction:

    (a) method of dust control,

    (b) method of noise control so demonstrating compliance with the requirements of Rule 5.18.3.6 of the District Plan,

    (c) level of monitoring and recording of any problems or complaints and the mitigating measures taken.

14. That any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan.

SCHEDULE 5A24: CONDITIONS ON DESIGNATION NO. 277 — PROPOSED SECONDARY SCHOOL — 575 CHAPEL ROAD

1. That Rule 5.12.4.1 shall apply.

2. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted, that the noise level (L_{10}) not exceed the limits set out below, when measured at or within the boundary of any adjacent site zoned residential. These limits are:

   (a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700 – 1800):

DAY/TIME	NOISE LEVEL (L_{10} dBA)
Mon – Sat, 7.00 am–6.00 pm (0700 – 1800)	45
Mon – Sat, 6.00 pm–10.00 pm (1800 – 2200) Sunday and public holidays, 7.00 am–10.00pm (0700–2200)	40
At all other times	35

   L_{MAX} = 65 dBA

   (b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700 – 1800):

DAY / TIME	NOISE LEVEL (L_{10}) dBA
Mon–Sat, 7.00am–6.00pm (0700–1800)	50
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and public holidays, 7.00am–10.00pm (0700–2200)	45
At all other times	40

   L_{MAX} = 70 dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

3. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.
   [AM14]

5. No building shall be located closer than 6 metres from any boundary without the consent of the affected adjacent neighbour.

6. All buildings shall comply with the height in relation to boundary controls for the underlying zone of the school.

7. Any building closer than 20 metres from any boundary shall not exceed 8 metres in height.

8. Any other building shall not exceed 13m in height.

9. At the time of construction of the proposed school, the Chapel Road frontage of the designated site shall be developed by the Ministry to Council's standards, where required by the Council to provide access, parking, pedestrian and manoeuvering facilities for the school.

10. The Requirement shall apply for a period of ten years, prior to development.

11. An environmental management plan shall be submitted in conjunction with the outline plan. The management plan shall show the methods to control dust, vegetation disposal, the identification of any noxious plants and the mitigating measures which are to be taken for the purpose of avoiding or remedying any adverse effects on the environment.

12. Any new developments or redevelopments authorised by the designation are to be subject to the outline plan requirements in section 176A of the Resource Management Act 1991 and the development and performance standards for parking, access and vehicle circulation set out in Schedule 5A1 - Section B.

Section B PARKING, ACCESS AND VEHICLE CIRCULATION CONDITIONS AND PERFORMANCE STANDARDS ATTACHING TO THE MINISTER OF EDUCATION'S SCHOOL DESIGNATIONS

1.0 General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall have restricted discretionary activity status. When making its decision regarding any such application for restricted discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition. [NB: The ability for the Minister of Education to seek such a restricted discretionary activity resource consent is without prejudice to the Minister's right to seek an amendment to the designation in terms of section 181 of the Resource Management Act.]

2.0 Access to the Primary Road Network

2.1 This clause applies to the school designations which have frontage to the Primary Road Network. The designation numbers for the schools to which the clause applies are:
3, 9, 10, 12, 14, 15, 20, 22, 23, 32, 33, 34, 44, 45, 46, 49, 53, 54, 55, 56, 60, 64, 66, 69, 71, 73, 80, 83, 85, 87, 277.

2.2 Without limiting the requirements of section 176A of the Resource Management Act 1991, the Minister shall provide an Outline Plan of Works for any development or redevelopment which includes any of the following elements:

(a) creation of a new access onto the Primary Road Network; or

(b) modification of an existing access onto the Primary Road Network; or

(c) creation of additional parking areas linked with an access onto the Primary Road Network; or

(d) modification of parking areas linked with an access onto the Primary Road Network.

2.3 When assessing the Outline Plan of Works, the Council will have regard to the Assessment Criteria contained within Rule 8.12.2.3 of the District Plan.

3.0 Performance Standards – Design of access to road network

3.1 Vehicle Crossing Design

(a) Any new vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Any new vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one way	3.0 meters	6.0 metres
two way	3.0 metres	9.0 metres

3.2 Gradients

The grade of any new vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

3.3 Prohibited Areas

No new vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

3.4 Separation of Driveways

The following minimum separation distances shall apply to any new vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the school's side of the property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

3.5 Swept Paths

All new vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline.

3.6 Separate Entry and Exists

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

3.7 Impact on Street Furniture, Street Trees and Traffic Signs

No new vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

3.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for restricted discretionary resource consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council restricts the exercise of its discretion to matters specified in Rule 8.11.8.1 and will have regard to assessment criteria in Rule 8.11.8.3 of the Manukau District plan.

4.0 Performance Standards – Parking and Vehicle Circulation

4.1 Provision of Parking

4.1.1 Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause the number of parking spaces to be provided in relation to the use of any new building on the site within the description of the designation shall be calculated on the basis of 2 carparking spaces per new classroom. There shall be a suitable drop-off area (which may be an existing drop-off area) to serve the new classrooms.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the Manukau District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any new building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

4.1.2 Diminution of Land Available

The total parking area that is made available in respect of a new or redeveloped building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by the other activity, but a private garage may be erected.

4.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

4.1.4 Assessment Criteria

When assessing any application for restricted discretionary resource consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council shall restrict the exercise of its discretion to matters specified in Rule 8.24.2.1 and will have regard to the Assessment Criteria contained within Rule 8.24.2.3 of the Manukau District Plan.

4.2 Provision of Loading space

4.2.1 Any activity within the designation which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

4.3 Design of Parking and Circulation Areas

All new parking provision shall conform with the requirements of this condition.

4.3.1 Vehicle Dimensions

Each new parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

4.3.2 Reverse Manoeuvring

All new parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

4.3.3 Design and Constructional Details

All new public and private parking areas shall comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The new parking areas shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the new parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate new access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to rule 5.18.2 Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 metres for any other angled or parallel parking space) or to exit any parking aisle in the event that the parking spaces within the aisle are occupied.

4.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the new parking requirement in respect of new or redeveloped buildings on the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Minister may with the agreement of Council instead of providing the required number of carparks make payment to the Council of a sum of money not exceeding the cost

including land value, of providing the parking requirement on that site. Alternatively the Minister may, with the agreement of Council make payment of a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

[NB: Any payment made under subsection (a) of this rule shall contribute to satisfying the parking provision in respect of the new or redeveloped buildings on the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure.

When the cash in lieu of parking is used by Council to provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites (including the Minister of Education in respect of schools) for which cash in lieu of parking has been accepted.]

5.0 Traffic Management Works

Any Outline Plan of Works (or any application for Restricted Discretionary Activity Resource Consent referred to above) submitted by the requiring authority for any development or redevelopment of the designated site shall be assessed having regard to the potential transportation related effects of the development.

The requiring authority may be required to meet the reasonable costs of all new access and traffic management works (including any additional land required to accommodate these works) associated with a new activity on the designated site to the extent that such works are required to meet safety, access, or egress or amenity considerations related to the new activity or where the works are required to mitigate the likely adverse effects from the new activity on the safety or operation of the transport network.

SCHEDULE 5A25: CONDITIONS ON DESIGNATION NO. 278 — YOUTH JUSTICE CENTRE — UPPER NORTH — 243 ROSCOMMON ROAD

Youth Justice Residential Centre - Upper North, being a residence under s 364 of the Children, Young Persons, and Their Families Act 1989 for the care and control of children and young persons under the youth justice provisions of that Act and the Criminal Justice Act 1985 (if agreed by the Chief Executive for the time being responsible for the administration of the Children Young Persons and Their Families Act), at 243 Roscommon Road, Manurewa, subject to the following conditions:

1. That the siting, layout, design and appearance of the proposed facility shall be in general accordance with the plans prepared by Stephenson & Turner NZ Ltd., attached to the Notice of Requirement and marked Drawing Nos RC2, RC3, RC4, RC5, RC6 and numbered 15870/ 2-6 inclusive by the Council, except as explicitly varied by the conditions contained herein.

2. That the proposed facility shall provide residential care and control for up to a maximum of 46 children and young persons at any one time. This is to be inclusive of not more than 6 children and young persons held under the provisions of the Criminal Justice Act 1985 at any one time.

3. That the Department of Child, Youth and Family Services, through the Manager of the facility, shall formulate and implement a Security Management Plan for the proposed facility in consultation with key stakeholders including the Manukau City Council, the NZ Police and relevant emergency services, neighbouring property owners, local iwi and community groups.

4. That the Manager of the proposed facility shall convene a Community Liaison Committee in accordance with the Children, Young Persons, and Their Families (Residential Care) Regulations 1996.

5. The Department of Child, Youth and Family Services shall not seek to prevent or restrain a quarry owner from carrying on lawful quarry operations on Quarry Zoned Land.

   The Department of Child, Youth and Family Services shall not make or bring any claim, writ, demand for damages, costs, expenses or allege any liability whatever on the part of a quarry or its quarry operators and contractors arising out of or caused or contributed to by the fact that the Quarry Zoned Land is or will be used by a quarry owner or its quarry operators and contractors for quarrying in accordance with the provisions of the Resource Management Act 1991, and any relevant District Plan or resource consent.

   For the avoidance of doubt, nothing in this condition shall affect the Department of Child, Youth and Family Services' ability to make submissions under the Resource Management Act 1991 about activities or proposed activities on neighbouring land provided that:

   (a) No submissions shall be lodged by the Department in respect of any proposed quarrying or rehabilitation (including clean filling) proposals on quarry zoned land where those quarrying or rehabilitation activities are proposed to be conducted in accordance with development controls and performance standards relating to noise, vibration and dust as set out in any relevant plan;

   (b) No submissions shall be lodged by the Department in respect of any plan provisions, plan changes or variations that might have the effect of restricting quarrying and rehabilitation proposals on quarry zoned land in accordance with the zoning, development controls and performance standards in the Manukau Proposed District Plan as at September 2000.

   See advice note for further information.

6. The archaeological sites identified as R11/1543 and R11/1544 shall be preserved and protected and site R11/2019 shall be suitably commemorated.

7.

(a) That a Business Road including the balance of the intersection with Roscommon Road be constructed by the Requiring Authority in accordance with Council's Engineering Quality Standards and Appendix 2 of the District Plan. The road shall extend from Roscommon Road to the western boundary of the site on the general alignment of the Proposed Road as shown on Map 19 of the District Plan.

The Requiring Authority shall construct that portion of the Proposed Road from Roscommon Road to the entrance of the proposed facility prior to the commencement of the use of the facility. The construction of the balance of the road may be deferred until development of the land abutting the western boundary takes place, and the road is required.

(b) That the Requiring Authority shall meet the full cost of constructing the northern half of the carriageway, full berm and footpath over the length of the access strip, utilising the land already vested as road abutting the Visy Board NZ Ltd southern site boundary. The Requiring Authority shall also meet the full cost of constructing the road from the end of the access strip to the western site boundary. The Council will meet the cost of constructing the balance of the road over the length of the existing access strip, being half the carriageway and as much of the berm as can practically be formed within the existing access strip.

(c) That engineering design plans for the road construction be submitted for approval prior to construction commencing. Council's contribution to the road cost will be in accordance with an agreed schedule of costs in terms of the approved engineering drawings based on the actual contract prices including the engineering design costs, and will be available for payment after 1 July 2001.

(d) The Requiring Authority shall vest in the Council, at no cost to the Council, that part of the site pertaining to the roadway once the Business Road has been constructed.

(e) That the vehicle crossing from the proposed road to the facility be not greater than 6 metres in width at a point of 3.9 metres from the kerbline of the proposed road and be generally in accordance with Drawing R10 of the Engineering Quality Standards.

(f) That any gateway to the facility be not less than 12 metres from the carriageway of the proposed road to provide for any vehicle queuing clear of the carriageway.

(g) That two accessible car parks in accordance with either NZS 4121:1985 (Code of practice for Design for Access and use of Buildings and Facilities by Disabled Persons) or Australian Standard AS 28901.1-1993 Parking Facilities Part 1: Off-street Car Parking (Section 2.4.5 Parking Facilities for people with Disabilities) be located as close as practicable to the public entry of the building.

(h) That a footpath to Council's Engineering Quality Standards be constructed connecting the footpath on the proposed road to the public entry of the facility.

(i) That access driveways, manoeuvring ailes and car parking be formed, drained, sealed and marked in accordance with the requirements of the District Plan prior to the commencement of the use of the facility.

8. That the parts of the proposed facility comprising the sleeping , living and learning areas shall be designed and constructed to comply with the internal noise limits required for household units in Business Zones with a 45dBA (Ldn) and 55 dBA (Lmax) noise requirement as set out in the Manukau District Plan.

9. That any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan.

10. Upon subsequent subdivision of the land, a Local Purpose Reserve (esplanade reserve) , around the tidal boundary of the subject site shall be vested in Council. The reserve shall extend 20 metres from the Mean High Water Springs or of such greater width as may be required to accommodate a proposed walkway along the foreshore.

11. That prior to the proposed development work commencing on the site, the Minister shall in accordance with s 176A of the Resource Management Act, submit an Outline Plan of Works to Council. This Plan shall include:

    (a) A revised landscaping plan incorporating additional landscaping to provide fast growing plant species capable of reaching 5 metres in height within 5 years. These plantings shall provide an effective visual screen in the following locations:

        (i) Between the facility and the Nissan NZ Ltd site at 261 and 271 Roscommon Road, Manurewa (Pt Lot 6 DP 22373, Pt Lot 1 DP 21378 and Lots 1 & 2 DP 84634);

        (ii) Between the facility and the Green & McCahill site at 251 Roscommon Road, Manurewa (Pt Lot 1 89002, Pt Lot 1 DP 40835);

        (iii) Between the facility and the proposed road.

        The above screen planting shall be established in the planting season immediately following the confirmation of the Requirement.

    (b) The revised landscaping plan shall also show the permanent landscaping for the site. This permanent landscaping shall provide an effective visual screen between the facility and the localities identified in 11 (a) above, on maturity.

        The initial screen planting referred to in 11 (a), may be removed upon the permanent landscaping achieving visual screening.

    (c) Detailed engineering servicing design for the site including confirmation that the wastewater connection to the Auckland Metropolitan Inner Drainage Area system has been approved.

    (d) The locational and functional relationship between the perimeter security fence associated with the facility and the indicative coastal walkway and between the walkway and the archaeological sites R11/1543 and R11/1544.

    (e) An illustration of Condition 7 (e) - (i) inclusive contained in this recommendation.

    (f) Finalised siting, layout, design and appearance plans of the Youth Justice Residential Centre - Upper North.

12. That pursuant to Section 176 of the Resource Management Act 1991 the use of the site for a purpose other than the designated purpose shall be subject to the provisions of the District Plan.

Advice Note:

Condition 5 embodies the Minister's acknowledgment that:

The Department of Child, Youth and Family Services is aware of:

the proximity of a working quarry and other land to be developed and used for quarrying located upon Quarry Zoned Land; and

the usual incidences of quarrying including (but without limitation) noise, vibrations, earth movement, transportation of materials, dust and effects of blasting which may have effects beyond the boundary of the Quarry Zoned Land.

Condition 5 should be interpreted in this context. For the avoidance of doubt, the term "Quarry Zoned Land" is synonymous with "Quarry Zone" in the Manukau District Plan.

SCHEDULE 5A26: CONDITIONS ON DESIGNATION NO. 283 — CARE AND PROTECTION RESIDENTIAL CENTRE — UPPER NORTH — 398–400 WEYMOUTH ROAD

[See Am 7]

1. The siting, layout, design and appearance of the Care and Protection Residential Centre — Upper North, shall be in general accordance with the plans prepared by Stephenson & Turner NZ Ltd; Designation Plan (DP01-NRA), Site Plan (SP01-NR B), Elevations (A001-NR B, F001-NRA, R001-NRA) contained within Appendices A and B of the Notice of Requirement and numbered '21936' by Council.

2. That the Care and Protection Residential Centre - Upper North shall provide residential care for up to 20 children and young persons at any one time.

3. That within three months of the confirmation of the Requirement the Minister of Social Services and Employment or the Chief Executive of the Department of Child, Youth and Family Services shall provide to the Council an Architectural Evaluation and Renovation Strategy for the Care and Protection Residential Centre – Upper North prepared by an appropriately qualified architect or architectural company detailing future enhancements to / replacement of buildings at the CPUN such that the overall amenity of the facility is bolstered when viewed from Weymouth Road and neighbouring residential sites. The plans and elevations provided by the Minister in conjunction with the Notice of Requirement can form part of this Architectural Evaluation and Renovation Strategy with the inclusion of some additional explanation and a set of indicative timelines.

4. A Community Liaison Committee shall be established to assist in the promotion of a positive relationship between the Care and Protection Residential Centre - Upper North and the local community. The Community Liaison Committee shall be kept informed of current and proposed programmes at the Care and Protection Residential Centre - Upper North and include two representatives of the local community.

5. A Security Management Plan for the Care and Protection Residential Centre - Upper North shall be formulated and implemented in consultation with relevant emergency services and the Community Liaison Committee.

6. Activities (other than construction) on the site shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits at any point within the boundary of any neighbouring residential site:

MONDAY TO SUNDAY (INCLUSIVE)	
7am to 10pm	L_{10} 55 dBA
10pm to 7am	L_{10} 45 dBA
10pm to 7am	L_{max} 75 dBA

Noise (other than construction noise) shall be measured and assessed in accordance with the requirements of the New Zealand Standards NZS6801:1991 "***Measurement of Sound*" and NZS 6802:1991 "*Assessment of Environmental Sound*".**

Construction noise shall comply with the limits set out in NZS 6803:1999 " ***Acoustics – Construction Noise*".** The method of measurement and assessment shall be in accordance with that Standard. Notwithstanding the above, no construction activities shall take place on Sunday's or Public Holiday's unless the noise levels comply with the Activities (other than construction) as set out above.

7. The site shall be landscaped generally in accordance with the landscape concept plan prepared by Opus International Consultants marked ACC116.00 (September 2002) contained within Appendix B of the Notice of Requirement. All planting associated with this landscape concept shall be maintained regularly and kept in a tidy condition.

8. The lighting on site shall be sufficient for operational and security purposes and shall be designed to prevent the intrusion of direct light into neighbouring properties.

9. Best endeavours shall be made to ensure that an appropriate portion of the land to the southwest of the area of land to be designated Care and Protection Residential Centre – Upper North (part of the Lot 1 DP 40220) shall be maintained to provide for the ongoing open amenity of this land as it presents to Weymouth Road. The area of land to be maintained and utilised in this way can be a lesser area than that identified on the plan attached to the Statement of Evidence presented at the Council Hearing by the Weymouth Residents and Ratepayers Association.

SCHEDULE 5A27: CONDITIONS ON DESIGNATION NO. 284 — STATE HIGHWAY 20 TO SOUTHERN MOTORWAY — (STATE HIGHWAY 1) LINK

[AM18][Amended by AM74]

1.0 General Conditions

1.1 The scope and extent of works envisaged within the designation shall be generally in accordance with the requirement and the updated plans submitted with the Section 92 response for Notice of Requirement (identified as Council reference 19331), and the Notice of Requirement for the Alteration to Designation (identified as Council reference Proposal 34316) subject to final design and any modification required to comply with the conditions set out below.

1.2 The works shall be subject to the general outline plan of works procedure as provided for in section 176A of the Resource Management Act 1991. If not already incorporated into the designation or otherwise waived by the Council, the outline plan of works shall show construction design details, in particular where the works impact on Council services, roads and intersections.

1.3 Any land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of construction works.

1.4 At all times, reasonable access shall be maintained from the roading network to private properties, or public open space not directly affected by construction and operation.

1.5 Where a condition requires Council approval this shall mean approval from the Manager Resource Consents and Compliance as the certifying officer, unless otherwise stated. Approval from the Manager shall not be unreasonably withheld or delayed.

1.6 The existing standard of safety barriers and security fencing which are currently located on site boundaries shall be maintained during the construction period, or reinstated after construction if temporarily removed or modified.

1.7 For the purpose of these conditions, in determining whether a proposed activity is "practicable", the NZ Transport Agency shall have regard to:

- the nature of the proposed activity; and
- the sensitivity of the environment which will be affected by the proposed activity; and
- the financial implications of the proposed activity when compared with other options; and
- the effects on the environment of the proposed activity when compared with other options; and
- the current state of technical knowledge and the likelihood that the proposed activity can be successfully carried out.

1.8 Management Plans and Outline Plans

1.8.1 Prior to the commencement of the works, the NZ Transport Agency shall submit to Council the relevant Management Plans required under Conditions 5, 6, 8, 9, 11, 12, 13, 13.3.4, 13.3.5 and 14 below.

1.8.2 The Plans shall be submitted to Council as soon as reasonably practicable, in any event, allowing sufficient time for review by Council and discussion with the NZ Transport Agency.

1.8.3 Any Management or Outline Plans maybe submitted in stages to reflect any proposed staging of the physical works. Plans submitted in stages must clearly show integration with adjacent stages and interrelated activities.

1.8.4 If Council and the NZ Transport Agency 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 RMA of the requirement for an Outline Plan under section 176A.

1.8.5 If Council and the NZ Transport Agency do not agree on the terms of such Plan or Plans, the relevant provisions of section 176A of the RMA shall apply in respect of any part not agreed.

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

2.0 Designation

2.1 That pursuant to Section 171(2)(a) of the Resource Management Act, the requirement for the designation be modified by altering the designation boundary between Lambie Drive and Davies Avenue, to the extent that its northern limit shall be no greater than 15 metres from the northern kerbline of the proposed link road between Lambie Drive and Davies Avenue.

2.2 No works, including land disturbance, construction works, or occupancy by contractors should reduce the development potential of the land located between the proposed motorway and Wiri Station Road Extension (between Lambie Drive and Davies Avenue). For the purposes of this condition the southern section of Hayman Park is defined by notional lines 10 metres from the base of the fill batters on the regraded sections of Wiri Station Road and Lambie Drive, 10 metres from the southern kerbline of the Lambie Drive to Davies Avenue link road, and 10 metres from the top of the cut batter on the northern side of the motorway, such batter being no flatter than 3:1 (3H:1V). The extent of the area so defined shall be indicated on the Outline Plan of Works.

2.3 Wiri Station Road Extension shall make provision for legal road access midway along the proposed extension to serve proposed future intensive land use sites to the north and south of the road.

2.4 As soon as practicable after construction of the works, the NZ Transport Agency shall give notice to Manukau City Council in accordance with section 182 of the RMA for removal of those parts of the designation which cover the Plunket Avenue overbridge and Plunket Avenue roundabout, which are not required for the long term operation, maintenance and mitigation of effects of the State Highway.

3.0 Archaeological and Geological Impact Management Conditions

3.1 Should construction work uncover any archaeological remains, the NZ Transport Agency shall immediately advise local Iwi, as required by any agreed Iwi protocol for the project, and the New Zealand Historic Places Trust. All works shall cease in the affected area until any necessary authority required by the New Zealand Historic Places Trust is obtained.

3.2 Any newly discovered archaeological site shall be screened by a fence at least 1.0m in height until any necessary authority required by the New Zealand Historic Places Trust is obtained. The fencing shall be supervised by a suitably qualified archaeologist to determine the

appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

3.3 Any geological discoveries shall be recorded and, where practicable, damage to those features minimised. Records of any such geological discoveries shall be provided to the Auckland Regional Council and the Manukau City Council for information and future reference.

3.4 All initial earthworks in the vicinity of St John's Redoubt, from chainage 0.00 to chainage 400.00 of the Redoubt Road southbound on-ramp, shall be monitored by an archaeologist.

4.0 Ecological Impact Management Conditions

4.1 Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

4.2 Prior to any disturbance or removal of protected trees in excess of six metres in height, the NZ Transport Agency shall provide a report to Council from a registered arborist of the New Zealand Arboricultural Association in respect to the affected trees and the proposed mitigation works. Mitigation works could include avoiding the tree (if practicable), relocation, or removal and/or replacement.

4.3 Where trees are to be retained and where practicable, the trees shall be fenced no closer than the dripline with a 1.0m high fence. No construction equipment or construction material shall be stored within the fenced off area for the duration of the works. Where roots of such trees need to be cut they shall be cut and treated according to recognised arboricultural practice after a report has been presented to the Manager Resource Consents and Compliance as required above.

4.4 Restoration measures including grassing and other planting for slope stability shall be carried out as soon as practicable by the NZ Transport Agency, together with landscape planting, using locally sourced native species where available.

5.0 Visual Impact Management Conditions

5.1 A Landscape Management Plan shall be prepared during the detailed design stage by a suitably qualified landscape architect appointed by the NZ Transport Agency. In preparing the Landscape Plan, the following matters shall be taken into account:

- The angle and extent of cut and batter slopes;
- The preparation and, in due course, implementation of a planting plan that will integrate the alignment into the landscape units through which it passes;
- The protection of existing visual and landscape values;
- The use of locally sourced native species, where practicable and appropriate;
- The removal and control of plant pests;
- The use of vegetation on embankments and berms suitable for diffuse of stormwater discharge;
- The Landscape Concepts (Sectors 1–3) prepared by Boffa Miskell Limited and presented to the Hearing Commissioners in November 2001;

- The integration of context sensitive design elements in hard structures such as retaining walls and overbridges;
- Liaison with Manukau City Council to provide appropriate locations for the Council to install City Centre gateway style sculptures at Council's cost (such gateway sculptures are subject to prior NZ Transport Agency approval, primarily for safety reasons);
- The integration of any noise barriers, final details of which shall be determined during detailed design;
- Provision of continuous pedestrian access along the Puhinui Stream margin within the designation boundary;
- That specimen trees shall be at least size PB120;
- No landscaping is to occur on archaeological sites (if any);
- The use of various arboricultural techniques to protect trees which are to be retained and for any works to trees that are to be retained;
- Details of plant species proposed to be used;
- Details of an ongoing maintenance programme for the landscaping;
- Appropriate landscaping to visually screen the motorway structure from neighbouring sites insofar as that is practicable.
- The draft Manukau City Centre Redevelopment Strategy (September 1999);
- The MANUKAU - FACE OF THE FUTURE® trademark and philosophy;
- Further consultation with affected submitters at the detailed design stage specific to their properties;
- Further consultation with Manukau City Council and Te Ara o Puhinui regarding revegetation and provision of pedestrian paths in association with Puhinui Stream;
- Further consultation with Manukau City Council and Wiri Whanau Support Group regarding the detailed design treatment of the pedestrian overbridge connecting with Barrowcliffe Place and associated amenity areas;
- Further consultation with Manukau City Council regarding planting in the vicinity of the rail alignment;
- The use of plant species as identified in ARC Technical Publication 148: Riaparian Zone Management: Strategy for the Auckland Region, June 2001.
- The Puhinui Stream Alignment Concept Plans and the Stormwater Pond Concept Plan prepared by Boffa Miskell Limited and presented to the Hearings Commissioners in November 2001; and
- The retention of existing vegetation and trees along the motorway corridor, where practicable, including the mature grove of Pin Oaks in Hayman Park.

5.2 The Landscape Management Plan shall be submitted for approval to the Council prior to the works commencing. The approved Plan shall be subsequently implemented no later than the first planting season immediately following completion of construction and maintained thereafter to the satisfaction of the Manager-Resource Consents and Compliance.

5.3 The design of the retaining wall to be constructed adjacent to the western boundary of the Church of Jesus Christ of Latter-Day Saints Trust Board site on Redoubt Road shall be undertaken in consultation with the Church.

5.4 An amendment to the Landscape Management Plan shall be prepared by a suitably qualified landscape architect appointed by the NZ Transport Agency in relation to the works necessary to implement the Plunket Avenue overbridge and roundabout, which shall take into account the matters set out in condition 5.1 (as relevant). The amendments to the Landscape Management Plan shall be submitted to the Council for approval prior to the Plunket Avenue works commencing and will be implemented and maintained in accordance with condition 5.2.

6.0 Traffic Management Plan

6.1 The NZ Transport Agency shall submit for Council approval prior to works commencing a Traffic Management Plan based on its final design and staging for the project. The Traffic Management Plan shall:

6.1.1 Demonstrate how the impact on the local and motorway network will be minimised during the construction period.

6.1.2 Incorporate the NZ Transport Agency's Code of Practice for Temporary Traffic Management and shall make provision for the efficient movement of trucks and machinery to and from the site works, the staging of works, the standards of any temporary works, and the impact of the works on the local network.

6.1.3 Address methods of mitigating the local and network-wide effects of both the construction of individual elements of the project (eg bridges, intersections) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction.

6.1.4 Demonstrate how current formed pedestrian routes either along Druces — Lambie roads, Great South Road and between the land to the south of Wiri Station Road and the Manukau Town Centre will be maintained during the construction period.

6.2 During construction of the proposed motorway link, the NZ Transport Agency shall ensure that Keri Ann Place and the adjoining reserve shall not be used for construction access or storage, including the parking of contractors vehicles.

6.3 Unless otherwise agreed in writing between Westfield (New Zealand) Limited ("Westfield") and Village Force Cinemas Limited ("Village") and the NZ Transport Agency, construction traffic shall only enter the construction site via Lakewood Court for the following purposes:

6.3.1 Accommodation works for Denny's Restaurant;

6.3.2 For works associated with integrating the carpark extension with the existing Cinema carpark;

6.3.3 For works associated with construction of a dust/security fence.

6.4 An amendment to the Traffic Management Plan to provide for the works necessary to implement the Plunket Avenue roundabout and overbridge shall be submitted to Council for approval prior to those works commencing. The amendment to the Traffic Management Plan shall comply with conditions 6.1.1, 6.1.2 and 6.1.3 (as relevant).

7.0 Transpower New Zealand

7.1 During detailed design, the NZ Transport Agency shall include provision for the following matters in relation to Transpower New Zealand Limited ("Transpower"):

7.1.1 Adequate protection of the existing transmission lines from any adverse effects of the proposed works; and

7.1.2 Details of works likely to have an adverse effect on Transpower assets, to be determined in consultation with Transpower, prior to the commencement of any works; and

7.1.3 Transpower to be notified of all works likely to adversely affect Transpower assets within a reasonable timeframe; to enable sufficient time for Transpower to plan and carry out any works on its assets required due to the works subject to the designation.

7.2 In particular, the NZ Transport Agency shall address the following matters in relation to Transpower:

7.2.1 Ensure that existing access arrangements to transmission towers are retained where practicable. Where the NZ Transport Agency requires or causes a change in access arrangements, then alternative arrangements shall be made that ensures safe 4-wheel drive 24 hour access to the tower base (including during the construction period) or other options that will enable Transpower to undertake necessary works.

7.2.2 Any proposed temporary or permanent alterations to the access arrangements to any Transpower infrastructure, shall be determined with the agreement of Transpower.

7.2.3 Ensure that all works comply with the following, unless specifically provided in terms of condition 7.2.5 below:

- All mobile plant operated in relation to the proposed works to maintain a 4 metre clearance from Transpower conductors at all times.
- No temporary buildings, scaffolding or stationary plant to be located within 8 metres of any conductor.
- All earthworks (including stockpiles) underneath the conductors to maintain a minimum of 6.5 metre vertical clearance distances from conductors at all times.
- Transpower's written approval is required prior to undertaking any earthworks within 6 metres of the outer edge of the visible foundation of a transmission tower, or greater than 3 metres in depth between 6 metres and 12 metres from the outer edge of a tower, or any works that could create and unstable batter which may adversely affect a tower.

7.2.4 Where the NZ Transport Agency wishes to undertake works or activities within distances specified in condition 7.2.4 above, the NZ Transport Agency shall outline the procedures and requirements necessary for Transpower to be able to consider and approve or reject such an encroachment as appropriate.

7.2.5 Provide a dust and vibration mitigation strategy for the works which shall include mitigation measures to be undertaken to minimise dust and vibration effects on the existing transmission lines.

7.2.6 Finalise details of landscaping planting to ensure that:

- No part of any vegetation will encroach into an area closer than 4 metres to any conductors of the lines. The 4-metre clearance relates to vertical, horizontal and felling distance clearances;

- Vegetation planted in close proximity to tower bases does not adversely effect existing tower foundations (i.e. cause corrosion by creating a damp environment);

- Vegetation does not preclude physical access to a tower.

8.0 Noise Management Plan

8.1 The works shall be designed and constructed to ensure compliance with the noise limits specified in the NZ Transport Agency's Guidelines for the Management of Traffic Noise for State Highway Improvements, December 1999 (NZTA's Noise Guidelines) or if practicable such higher standards adopted by the NZ Transport Agency in any review of its Noise Guidelines prior to the commencement of the tendering process for physical works.

8.2 A detailed Noise Management Plan shall be prepared by a suitably qualified noise consultant in consultation with the Manager - Resource Consents and Compliance. The Noise Management Plan shall be submitted for approval to the Manager - Resource Consents and Compliance prior to construction commencing, and the approved plan shall be complied with. The purpose of the Plan is to describe the method by which noise associated with traffic using the roading within the designation will be made to comply with noise limits specified in the NZ Transport Agency's Noise Guidelines. Where the ambient sound level is required to be monitored to determine design limits then this shall be done prior to construction commencing. Such methods may include, but not be limited to:

- acoustic barriers and/or bunding

- acoustic insulation (if required)

Where a fence and/or bunding are used and the location allows, the barrier shall be landscaped with plantings where practicable.

8.3 Noise monitoring shall be undertaken in accordance with NZS 6801: 1999 Measurement of Sound to ensure compliance with Condition 8.1 above. The NZ Transport Agency shall ensure that representative noise monitoring of the motorway route is undertaken at its expense by a suitably qualified and experienced acoustical consultant within nine months of the opening of the whole route. Results of all noise monitoring shall be supplied to the Council within six weeks of the monitoring being completed.

Where such monitoring demonstrates non-compliance, the NZ Transport Agency shall take such steps as may be necessary to ensure compliance with the above requirements.

9.0 Soil Contamination Management Plan

Prior to construction the NZ Transport Agency shall provide to the Council for approval a Soil Contamination Management Plan. This Plan shall be prepared by a suitably qualified person who shall investigate and identify sites of potential soil contamination within the proposed designation boundary and provide details as to how contaminated soils will be treated or removed for disposal to approved sites.

10.0 Property Access and Carparking

10.1 During detailed design, the NZ Transport Agency shall ensure that the design of the intersection of the proposed roads (SH1 and SH20 on and off ramps) with Redoubt Road does not preclude access to the Church of Jesus Christ Latter Day Saints Trust Board site on

Redoubt Road as currently provided under the 14 April 1998 resource consent held by the Church.

10.2 During detailed design, the NZ Transport Agency will use its best endeavours to design the proposed roading works so as not to preclude implementation of full access to the Church's property, subject to safety and operational requirements, should the Church wish to obtain future resource consent for such access.

10.3 Prior to commencing works pursuant to the designation in respect of Lot 8, DP 112560, CT 63D/331, the NZ Transport Agency shall ensure that it has obtained all necessary consents and other approvals authorising the construction and use of the new area of carparks, and has constructed those carparks, to be used by the owners and tenants of the Cinema Land (being the land currently owned by Westfield and currently tenanted by Village and includes land transferred or to be transferred to Westfield pursuant to the Public Works Act 1981). For the avoidance of doubt, this condition requires a new resource consent for the new carparking areas and a variation of the existing resource consent to refer to the new area of carparking, and requires the freehold ownership of this replacement land to have been transferred to Westfield. The NZ Transport Agency is to obtain all necessary approvals and consents in consultation with, and on conditions satisfactory to, Westfield and Village.

10.4 The NZ Transport Agency shall provide at its own expense, an amalgamated certificate of title incorporating proposed replacement land for the reduced area of Cinema Land.

11.0 Flooding and Drainage Conditions

11.1 NZTA shall submit to Council for approval a revised hydrological specimen design incorporating the most recent detailed hydrological modelling. This revised design shall be used as a basis for detailed design.

11.2 A Drainage Network Plan shall be prepared and submitted to the Manager - Resource Consents and Compliance. The design of the drainage network shall be based upon the outputs of Council's latest hydraulic modelling of the Puhinui Stream, and the Plan shall include details of:

- Design assumption and catchment areas;
- Design calculations

Final design details, including plans, of cesspits, pipes, drainage channels and swales, and inlets and outlets;

- The hydrological influence and impact upon adjacent land and proposed development at the Everglade Pond and Pacific Arena sites.

11.3 Where the design of the drainage network incorporates changes to the final design, the NZ Transport Agency shall update Council's latest hydraulic model to incorporate those changes and submit the model and the design changes for approval to the Manager - Resource Consents and Compliance.

11.4 Where it is determined, as a result of the assessment in Condition 11.3 above, that the design of the drainage network has the potential to impact upon land outside the designation, details of the potential hydrological effects from the 1 in 50 and 1 in 100 storm events, and any mitigation proposed (if necessary), shall be submitted for approval to the Manager - Resource Consents and Compliance.

12.0 Vibration Management Plan

A Vibration Management Plan shall be submitted for approval to the Manukau City Council prior to commencement of the works. This Management Plan shall include details of how the works will comply with the requirements of German Standard DIN4150 "Structural Vibration in Buildings — Effects on Structures" during construction. The approved Plan shall be complied with by the NZ Transport Agency and its contractors.

13.0 Project Implementation Plan

13.1 Prior to the commencement of works, a Project Implementation Plan (PIP) shall be prepared by the NZ Transport Agency.

13.2 The PIP shall incorporate the management plans required by the designation conditions, namely:

- Landscape Management Plan (condition 5)
- Traffic Management Plan (condition 6)
- Noise Management Plan (condition 8)
- Soil Contamination Management Plan (condition 9)
- Drainage Network Plan (condition 11)
- Vibration Management Plan (condition 12)
- Dust Management Plan (condition 13.3.4)
- Construction Noise Management Plan (condition 13.3.5)

13.3 The PIP shall include the following provision:

13.3.1 Liaison with the Public and the Council

13.3.1.1 A Site Liaison Officer will be appointed by the NZ Transport Agency. The Council together with adjoining and adjacent neighbours shall be notified of this appointment, together with a contact address and mobile telephone number.

13.3.1.2 The Site Liaison Officer will provide an initial point of contact between the NZ Transport Agency and the Council, and any other affected party.

13.3.1.3 The Site Liaison Officer shall establish a "line of communication". This line of communication shall include contact telephone numbers (both during and after business hours) of appropriate contacts with reference to the type of work to which the contact relates (for example, site works, building, or drainage)

13.3.1.4 The Site Liaison Officer shall establish a contact with the Manukau City Council and attend any necessary meetings as agreed by these parties.

13.3.1.5 The Site Liaison Officer will advise adjoining and adjacent site occupiers prior to the commencement of site works of the construction timetable.

13.3.1.6 The Site Liaison Officer is to maintain adequate site records which shall include, but not be limited to, machinery use, working conditions, weather, any complaints received and

measures taken to remedy or minimise the factors causing the complaints. These records are to be made available upon request to the Council's Resource Compliance Officer and/or District Plan Enforcement Officer.

13.3.2 Site Management

13.3.2.1 A site office shall be located in an obvious position and shall contain a site telephone, any Outline Plan of Works and the PEMP referred to in Condition 14. The site office shall be initial point of inquiry for all visitors to the site.

13.3.2.2 A Site Safety Officer will be appointed by the NZ Transport Agency and shall be responsible for all matters related to site safety and the safety of the public and site employees as it pertains to construction activities on and adjacent to the site.

13.3.2.3 Appropriate signs to comply with any Building code or Council Bylaw requirements or the Occupational Health and Safety Act shall be clearly displayed.

13.3.2.4 Rubbish bins shall be located at least 20m from any residential boundaries.

13.3.2.5 Site toilets shall be provided or alternative arrangement made. Site toilets shall be located no closer than 20m to any residential boundary.

13.3.2.6 All works required outside the designation boundaries shall only occur after approval has been obtained from Manukau City Council.

13.3.3 Site Works

13.3.3.1 The location and extent of each stage of the site works will be identified and concerned parties advised of the construction timetable.

13.3.3.2 The earthworks contractor shall be required to maintain the stability of the land and property at the boundary of the site by, whatever means necessary and to monitor that such works are and remain effective.

13.3.3.3 Control measures shall be in place to ensure that any vehicles leaving the designated site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up as soon as practicably possible at the NZ Transport Agency's expense.

13.3.3.4 Adequate provision shall be made during the earthworks construction for the protection of the existing public drains that traverse the designation. Any damages to the public drains that may occur during construction, shall be the NZ Transport Agency's responsibility.

13.3.3.5 Unsuitables from earthworks surplus to site requirements shall be disposed of at an approved landfill site.

13.3.3.6 The public roads and footpaths shall be kept clear at all times of spoil from the site.

13.3.4 Dust Management Plan

13.3.4.1 A Dust Management Plan shall be prepared and submitted to the Council for approval prior to the commencement of works. The primary purpose of the Plan is to minimise dust nuisance. The Plan shall:

- Specify all methods proposed to be employed to control dust from earthworks;
- Specify the methods proposed to address problems if the dust is not satisfactorily mitigated;

- Include the contact details of a contact person for residents and the Council in the event of a dust problem.

13.3.4.2 The NZ Transport Agency shall ensure that the approved Dust Management Plan is complied with.

13.3.5 Construction Noise Management

13.3.5.1 During construction, New Zealand noise standard "NZS 6803:1999 Acoustics- Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS:6803 1999 or where that is impracticable alternative strategies to be outlined in the Construction Noise Management Plan, shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

13.3.5.2 Prior to commencement of any construction activity on the site the NZ Transport Agency or its contractors, shall submit a Construction Noise Management Plan to Council for approval. The purpose of this plan is to describe the methods by which noise associated with the construction works is to be managed to reduce (where required) any impacts on adjoining residential areas. In particular, the Construction Noise Management Plan shall identify:

- The matters referred to in paragraph 8.4(a) to (e) of NZS:6803: 1999 Acoustics - Construction Noise;
- Methods of managing noise such as a temporary acoustically designed construction noise fence;
- Noise monitoring methods, including details of methods, equipment, location and frequency (by reference to NZS:6803 1999);
- Contingency measures in the event of any incidence of non-compliance; and Procedures for handling noise complaints.

13.3.5.3 The NZ Transport Agency shall ensure that the Construction Noise Management Plan is complied with at all times during construction works.

13.3.6 Construction Hours

Except for unforeseen emergency situations and in accordance with Notes 1 and 2, hours of work during the construction phase shall be:

Weekdays: 7.00am to 6.00pm;

Saturdays: 8.00am to 5.00pm;

Sundays and Public Holidays: No work;

Note 1: These restrictions exclude any special operations subject to the notification of, and discussion with, affected parties.

Note 2: Except that any construction works within the motorway corridor may involve work outside the above hours and such works are excluded from the above hours of work.

14.0 Project Environmental Management Plan (PEMP)

The Management Plans required by the conditions of this designation shall, as and when approved, be consolidated into a single PEMP which shall be made available to all

contractors at the site office. Any amendments to the PEMP shall be agreed to by the relevant consent authority and made available to the contractors.

15.0 Lighting and Signage

Appropriate lighting and signage shall be provided for the motorway and the affected local roading network in accordance with relevant standards adopted by the NZ Transport Agency and Manukau City Council for lighting and signage.

16.0 Frucor Beverages

A site specific management plan shall be prepared by the NZ Transport Agency in consultation with Frucor Beverages Limited, to avoid, remedy or mitigate adverse effects at the Frucor site relating to vibration, dust, air emissions, settlement, drainage, culvert design, proposed off road pick up and drop off area for staff, and access. This plan shall be lodged with the Council prior to construction commencing in the vicinity of the Frucor site. That part of the plan relating to the proposed off road pick up and drop off area for staff shall be approved by Council prior to construction commencing in the vicinity of the Frucor site.

17.0 Duration of Designation

In accordance with Section 184(1)(c) of the Resource Management Act 1991, the designation will lapse on the expiry of fifteen years after the date on which it is included in the District Plan unless:

(a) It is given effect to before the end of that period;

(b) The territorial authority determines, on an application made within three months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made and fixes a longer period to give effect to the designation.

18.0 Westfield (New Zealand) Limited and Village Force Cinemas Limited

A site specific management plan shall be prepared by the NZ Transport Agency, in consultation with the owners and tenants (if any) of the Cinema Land to avoid, remedy or mitigate adverse effects at the Village Force/Westfield site relating to construction noise, vibration, dust and air emissions. This plan shall be lodged with the Council prior to construction commencing in the vicinity of the Westfield/Village Force site.

19.0 Design solution for area under the Plunket Avenue overbridge

As soon as practicable after construction commencing on the Plunket Avenue overbridge, the NZ Transport Agency, in consultation with Keith Hay Group, Machinery Movers Limited, Frucor Beverages Limited, Goodman International Limited and Manukau City Council (Transportation Department), shall prepare a design solution to address potential issues relating to vagrancy, occupation and dumping, for the area under the northern and southern ends of the Plunket Avenue overbridge.

SCHEDULE 5A28: CONDITIONS ON DESIGNATION NO. 285 — FOUR LANE ROAD — NESDALE AVENUE — LIVERPOOL AVENUE — CAVENDISH DRIVE

[AM19]

1. The scope and extent of the works envisaged within the designation shall be generally in accordance with the requirement and the plans submitted with the Notice of Requirement (identified as Council reference 21946), subject to any modification required to comply with the conditions set out below.

2. The Requiring Authority shall submit prior to construction commencing, a landscape plan and a services plan to the Manager - Resource Consents and Compliance for approval. The services plan shall include details of all underground utility services, stormwater reticulation, street lighting, traffic signalisation, and access to all properties directly affected by the designation.

3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

4. At all times, reasonable access shall be maintained from the roading network to private properties not directly affected by the construction and operation works.

5. During and following the construction period, safety barriers and security fencing shall be provided to ensure neighbouring site safety and security fencing to a standard at least as currently provided on the property boundary.

Archaeological and Heritage Mitigation Conditions

6. That in the event of koiwi (skeletal remains) or archaeological evidence being uncovered work shall immediately cease in the vicinity of the discovery and the New Zealand Historic Places Trust archaeologist shall be contacted so that the appropriate action can be taken before work may recommence there. The relevant iwi representatives will also be contacted.

7. Resumption of work would be following authorisation from the Historic Places Trust.

8. Detailed protocols for the management of archaeological and waahi tapu discoveries shall be specifically discussed with tangata whenua prior to construction and submitted to Council for its information.

9. The owners and occupiers of the properties affected by the designation and the relevant iwi authorities shall be notified of construction commencing and shall be kept informed of the project developments.

10. Any recorded archaeological site shall be screened by a fence at least 1.0 metre in height. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

Property Access Mitigation Conditions

11. Prior to the commencement of construction of the roading link and the widening of the existing roads the Council is to be provided with plans showing details of how access is to be provided to properties directly affected by the road widening and construction of the link.

12. That Council monitor traffic speeds in Atkinson Avenue and Ranfurly Road at regular intervals (not more than 6 months apart) for a period of two years following the opening of the underpass.

Engineering

13. The works are to be carried out in accordance with an approved Health and Safety Control Program.

14. A Traffic Management Plan based on the final design and staging for the project shall be submitted for approval of the Manager Resource Consents and Compliance prior to works commencing.

15. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".

16. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property.

17. All necessary precautions are to be taken to protect the public from any open trenches and all other hazards associated with the works.

18. All reinstatement within the road reserve is to be carried out in accordance with the Council's "Code of Practice for Working in the Road".

19. The land modification works proposed are to be undertaken in a manner which ensures that the land within the above development and the land on adjoining properties remain stable at all times. In this regard:

    (a) The required retaining walls and/or any temporary stabilising works required shall be constructed in a timely manner under engineering design and supervision.

    (b) A geotechnical certification is to be submitted to the Council to confirm the suitability of the completed works.

20. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

21. All earthworks on the site are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

22. Any surplus excavated soil is to be taken to an approved fill site and disposed of in accordance with the relevant District Plan requirements.

23. Exposed cut and fill batters/slopes and other bare land resulting from the works shall be revegetated as soon as practicable and in a progressive manner as works are finished over various areas of the project.

24. Should any significant vibration need to be generated such as during piling works for the railway underpass for example, a Vibration Management Plan shall be submitted for approval to the Manager Resource Consents and Compliance, Manukau City Council prior to commencement of the works. This Mitigation Plan shall include details of how the works will comply with the requirements of the German Standard DIN4150 "Structural Vibration in Buildings - Effects on Structures" during construction.

25. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

26. During construction, the generation of dust is to be managed in such as way it does not create a nuisance beyond the boundary of the works. A nuisance will be deemed to have occurred if:

    (a) There is visible evidence of suspended solids / particulate mater in the air beyond the site boundary; and / or

    (b) There is visible evidence of deposited particulate matter traceable from a dust source, settling on the ground, building or structure on an adjoining site or waterbody.

27. The applicant shall provide details of the level of communication with neighbouring property owners and identification of a liaison person. A liaison person will be appointed by Council. The Manager of Resource Consents and Compliance, together with adjoining and adjacent neighbours shall be notified of this appointment, together with a contact address and mobile telephone number. The liaison officer will advise adjoining and adjacent site occupiers prior to the commencement of site works of the construction timetable.

28. The liaison person is to maintain adequate site records which shall include, but not be limited to, machinery use, working conditions, weather, any complaints received and measures taken to remedy or minimise the factors causing the complaints. These records are to be made available upon request to the Council's Resource Compliance Officer and/or District Plan Enforcement Officer.

29. The hours of work shall be restricted to between 7.30am and 6.00pm, Monday to Saturday inclusive, with any variation subject to approval of Roadnet or its successor. Sunday and Public Holiday work is generally not permitted, any works on these days are also to be agreed by specific approval of Roadnet or its successor.

30. The final engineering design is to incorporate water quality measures to adequately treat the road runoff. The design is also to have regard to any capacity shortfalls within the existing stormwater infrastructure.

31. All private services affected by the works shall be reinstated at no cost to the affected property owner. (Note a building consent will be required for private drainage to the Puhinui Stream).

32. That detailed plans shall be submitted to Manager Resource Consents and Compliance, Manukau City Council for approval addressing the following matters prior to any works commencing on site:

    (a) The provision made for alternative parking spaces in lieu of removal of the existing 10 parking spaces on site from the industrial properties on Nesdale Avenue, Liverpool Avenue and Grayson Avenue.

    (b) Road signage and markings in accordance with transit New Zealand's "Manual of Traffic Signs and Markings".

33. In accordance with Section 184(1)(c) of the Resource Management Act 1991, the designation will lapse on the expiry of fifteen years after the date on which it is included in the District Plan unless:

    (a) It is given effect to before the end of that period

(b) The territorial authority determines, on an application made within three months before the expiry of that period, that substantial progress of effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period to give effect to the designation.

34. The conditions set out below pertain only to lot 1 Certificate of title NA120B/167 being 12 Nesdale Avenue ("12 Nesdale Avenue") and are subject to the final design and plans being submitted to, and approved by, the registered proprietor of 12 Nesdale Avenue (such agreement not to be unnecessarily withheld). The conditions shall be complied with, and all necessary associated consents and approvals shall be obtained, by the Council and at full cost to the Council.

Access

(a) The intersection of the cul-de-sac of Nesdale Avenue and the arterial road part of Nesdale Avenue shall be signalised and a left-turn slip lane shall be established at the western approach to the intersection.

(b) The existing western-most access point to 12 Nesdale Avenue shall be upgraded and designed to operate as a left turn only, and any affected services shall be relocated.

(c) The existing northern-most access point to 12 Nesdale Avenue shall be upgraded and any affected services shall be relocated.

(d) The accesses referred to in conditions 35 and 36 shall be designed to the Manukau City Council's commercial crossing standards and shall be designed to enable the smooth transition of B Train and similar vehicles on and off the carriageway.

(e) A section of the internal security fencing at 12 Nesdale Avenue shall be relocated to the north of the southern-most access point on the cul-de-sac part of Nesdale Avenue so as to enable the closure of the eastern-most access point from 12 Nesdale Avenue directly to the arterial road part of Nesdale Avenue, and so as to enable separate staff and visitor parking.

Any internal fences or gates at 12 Nesdale Avenue affected by the works authorised by the Proposed Designation shall be relocated or replaced to the satisfaction of the owner of 12 Nesdale Avenue.

Fence

(f) Subject to the registered proprietor of 12 Nesdale Avenue agreeing otherwise, a fence shall be constructed and associated landscaping established at 12 Nesdale Avenue, as follows:

(I) The fence shall be generally located at and within the legal boundary of 12 Nesdale Avenue except that in order to avoid a continuous face and allow for internal planting boxes, the fence is to be set back towards the road at intervals of not more than 12 metres (adjusted to fit the post spacing), for approximately 600mm and for a length of approximately 1.8 metres and then returned to the main fenceline, provided that the set back into the road boundary shall not be more than 200mm.

(II) The fence shall not be less than 70 metres long and shall extend no less then five metres to the west of and ten metres to the east of the administration building at 12 Nesdale Avenue. To the west of the administration building the fence shall return along the access way no less than two metres. The height of the fence shall not be less than 2.2 metres above finished ground level with

security wire erected above the top of the fence of 200mm (resulting in a total fence height of 2.4 metres).

(III) The fence shall be constructed of close boarded and battened timber extending to the ground with a thickness of not less than 25mm, a capping rail along the full length of the fence, a minimum of 3 rails and the rails shall face 12 Nesdale Avenue.

(IV) The spacing of the posts and detail of the footings shall be specified or approved by a registered engineer.

(V) Appropriate species of vines/climbers shall be established over both sides of the fence (through the use of wire netting or similar in order to provide the earliest possible establishment of a foliage coverage).

(VI) "Ready grass" shall be laid on the side of the fence facing 12 Nesdale Avenue to remedy any effects of construction of the fence and landscaping.

(VII) Groupings of appropriate species of mature shrubs/trees, including at least 30% of at least 1.2 metres in height, shall be planted within the planter boxes (unless otherwise agreed) and at six metres intervals along the side of the fence facing 12 Nesdale Avenue in order to break up the continuous appearance of the fence.

(VIII) The Council shall be responsible for keeping the fence graffiti free until the vines/ climbers are established and cover both sides of the fence.

Timing

(h) All of the above conditions shall be complied with no later than the substantial completion of the widening to four lanes of the section of Nesdale Avenue adjacent to 12 Nesdale Avenue, except for the construction of the fence and associated landscaping which shall be completed prior to commencement of works on the section of Nesdale Avenue adjacent to 12 Nesdale Avenue.

SCHEDULE 5A29:CONDITIONS OF DESIGNATION 290 ROTOWARO TO EAST TAMAKI GAS PIPELINE

[AM47]

1. GENERAL CONDITIONS

1.1 The works to give effect to the designation shall be generally in accordance with the plans and information submitted by NGC in support of the Notice of Requirement in the documents entitled "Rotowaro - East Tamaki Pipeline Route Designation" (Reference 5104-R-04, Rev 1 Volumes 1, 2 and 3) and as amended by Drawings numbered:

(a) P5107/0605/01 (Sheets 1 and 6, Revision 2);

(b) P5107/0504/015 (Sheets 1 and 2, Revision 1); and

except as varied by the conditions herein.

1.2. The maximum width of the designation shall be as follows excepting any lesser widths specified in Appendix 3 - Property Plans, Volume 3 Notice of Requirement

	CONSTRUCTION WIDTH	POST CONSTRUCTION WIDTH
Within Road Reserve (along road)	6 metres	6 metres
Within Road Reserve (across road)	8 metres	8 metres
Non Road Reserve (land Zoned other than Rural)	18 metres	12 metres
Non Road Reserve (land Zoned Rural)	25 metres	12 metres

1.3. The Requiring Authority shall give written notice of:

(a) The likely commencement date for the works pursuant to the designation; and

(b) The expected timeframe for the construction programme;

to the Council and landowners not less than two years and then again not less than one year prior to entry for construction. The Requiring Authority shall provide to the Council a list of the landowners notified pursuant to this condition and a copy of the information supplied to them.

1.4. The Requiring Authority will minimise as far as practicable the construction width used in all land zoned Rural. Where a reduced width is practicable, the Requiring Authority shall give notice to the Council that it no longer wants the relevant portion of the construction width pursuant to Section 182 of the Resource Management Act 1991.

2. CONSTRUCTION

2.1. The Requiring Authority shall submit a detailed Construction Management Plan to the satisfaction of the Council at least three months prior to commencing construction. The Construction Management Plan shall include the construction drawings and procedures, methods and measures to be applied during the construction phase to address:

(a) Liaison with Council, affected parties, utility owners and the general public;

(b) Construction techniques including likely work programme;

(c) Construction work within road reserves;

(d) Noise control;

(e) Dust control including specific reference to protection of power transmission lines;

(f) Earthworks and sediment control plan including vegetation control, disposal of unsuitable and/or surplus material;

(g) Measures to ensure construction vehicles do not deposit soil or other debris on roads;

(h) Provision for fencing so as to enable continued operation of the land use activities on the properties through which the designation passes;

(i) Location, protection and provision of alternative supply in the event of disruption of existing utilities; and

(j) Management of issues raised by affected parties during construction including contact details for key NGC construction personnel and systems for investigation, recording and reporting actions taken to resolve the issue raised.

2.2. The Requiring Authority shall submit a detailed Health and Safety Management Plan to the Council at least three months prior to commencing construction.

2.3. The Requiring Authority shall submit a detailed Traffic Management Plan to the satisfaction of the Council at least three months prior to commencing works. All traffic and pedestrian control measures detailed in the Traffic Management Plan shall conform with the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Management Issue 2" and dated October 2002. Specific areas to be addressed in the Plan shall include:

(a) The temporary diversion of traffic during construction;

(b) Traffic safety;

(c) Control at intersections;

(d) Consideration of hours of work for heavily trafficked roads;

(e) Maintenance of road and property access; and

(f) Movement of construction traffic on local roads.

2.4. Not less than two weeks prior to the commencement of works, the Requiring Authority shall meet with the Council for a pre-construction meeting.

2.5. The Requiring Authority shall at all times ensure that access between parts of any single property temporarily severed by construction is maintained to a level that will enable, as far as is practicable, normal operations on the property to continue.

2.6. Except within road reserves, pipeline construction and associated activities shall not occur during the hours of darkness as defined in the Traffic Regulations 1976 except in the case of urgent work necessary to prevent injury to persons or damage to property.

2.7. Within road reserves, pipeline construction and associated activities shall be limited to between the hours of 7 am and 7 pm Monday to Saturday (excluding public holidays) except:

(a) Where otherwise stated in a Traffic Management Plan to the satisfaction of the Council submitted pursuant to Condition 2.3; or

(b) With the prior written approval of the Council.

2.8. Construction activities in private property shall be limited to the period between 1 October in any given year and 30 April in the following year except with the prior written approval of the Council.

2.9. Except as otherwise provided, the pipeline shall have a minimum cover of at least 1.5 metres in land zoned rural and 2.0 metres in road reserves and land with a zoning other than rural.

2.10. The Requiring Authority shall liase with all relevant utility operators during the detailed design and subsequent construction processes prior to undertaking any work pursuant to this designation and shall ensure that all existing utility services located in or adjacent to the designation are:

(a) Either protected from any activity which may interfere with the proper functioning of the services or relocated;

(b) If damaged, repaired at the Requiring Authority's expense, to the reasonable satisfaction of the affected utility operator; and

(c) Able to be accessed during construction.

2.11. Where existing buried services are encountered the new pipeline shall, where practicable be installed underneath them, with a minimum 0.5 metre vertical separation. Where practicable a 1.0 metre horizontal separation shall be provided from any existing pipeline. If the minimum clearance cannot be achieved during construction, measures such as concrete protection slabs or similar barriers shall be provided to protect the utility from damage as a result of installation of the pipeline.

2.12. The pipeline shall be installed across road carriageways using trenchless construction techniques unless otherwise agreed with Council.

2.13. All works or activities related to the designation shall be designed and undertaken to comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001).

2.14. The noise from construction and maintenance works shall be measured, assessed and controlled in accordance with the procedures and limits set out NZS 6803:1999 Acoustics - Construction Noise.

2.15. All pipeline construction activities within road reserves shall be in accordance with the requirements of the Code Of Practice For Working In Roads, published by the Auckland Utilities Group and given the Council reference number P22401 except where varied by the Further Specific Conditions herein, which shall take precedence.

2.16. Any damage caused to the road traffic signal inductive loops as a result of construction activities shall be reported to the Council immediately. Any costs associated with the reinstatement of these loops shall be met by the Requiring Authority.

2.17. All works on existing public wastewater, stormwater and water mains shall be carried out by a Council-approved licensed contractor at the Requiring Authority's expense.

3. HERITAGE

3.1 The Requiring Authority shall, not less than six months prior to the commencement of construction, undertake a detailed Heritage and Cultural Survey along the pipeline route, in consultation with New Zealand Historic Places Trust, affected tangata whenua and Department of Conservation, to confirm the location of any features of heritage and cultural significance. Before the commencement of construction, the Requiring Authority shall submit documentation to the Council advising the outcomes of the survey and specifically identifying:

(a) Features within or adjacent to the construction designation; and

(b) Appropriate protection measures for those features or the provision of the relevant authority to modify or destroy from the New Zealand Historic Places Trust.

3.2. Prior to commencement of construction, the Requiring Authority shall implement a protocol for management of construction activities where these activities are in close proximity to known cultural and/or heritage sites and for discovery of taonga koiwi or artefacts during design and construction ("the Heritage Protocol"). The Heritage Protocol shall be based on the draft protocol contained in Appendix 11.2 of Volume 3 of the Notice of Requirement for Designation (Rev 1).

4. MONITORING AND REINSTATEMENT

4.1 For areas outside road reserves, the Requiring Authority shall submit a Reinstatement Management Plan to the satisfaction of the Council at least three months prior to commencing construction. The Plan shall provide a written and photographic record of the area affected by works and shall include the procedures, methods and measures to be applied to address:

(a) Reinstatement of affected areas;

(b) Reinstatement of existing utilities including property infrastructure; and

(c) Post construction monitoring measures to monitor effectiveness of the reinstatement measures.

The reinstatement measures identified in the Plan shall be implemented as soon as practicable after areas become available for reinstatement due to the progress of the works.

4.2 For areas outside of road reserves, the Requiring Authority shall monitor reinstated areas at three monthly intervals for a period of 12 months after construction and six monthly for the following twelve months, and a final inspection 36 months after construction. The Requiring Authority shall submit a Reinstatement Report to the Council within one month of completion of each monitoring inspection. The Requiring Authority shall as soon as practicable undertake any remedial work identified in the Reinstatement Report as necessary to achieve the outcomes specified in the Reinstatement Management Plan submitted pursuant to Condition 4.1.

4.3 Where the designation is within road reserves, the Requiring Authority shall engage a Council approved suitably qualified independent consultant to undertake a before and after construction assessment based on a Road Asset Management rating survey of every road in which the pipeline is located. The consultant shall prepare an initial Road Reinstatement Report as soon as practicable after completion of construction works and submit that report to Council. The Requiring Authority shall as soon as practicable as required by the Council undertake any remedial work identified in the Initial Road Reinstatement Report as necessary

to ensure that the roads are reinstated to the same standard as prior to construction. The reinstated works shall then be subject to a 12-month maintenance bond, determined by Council and in favour of the Council.

4.4 Within road reserves, the Requiring Authority shall monitor the areas where work has been undertaken pursuant to the Initial Road Reinstatement Report at three monthly intervals for a period of 12 months after remediation. The Requiring Authority shall submit a Further Road Reinstatement Report to the Council within one month of completion of each monitoring inspection. The Requiring Authority shall as soon as practicable as required by the Council undertake any remedial work identified in any Further Road Reinstatement Report as necessary to ensure that the roads are reinstated to the same standard as prior to construction.

5. COMPLETION

5.1 The Requiring Authority shall submit to the Council detailed as-built pipeline alignment drawings of both pipelines within three months of the commissioning of the new pipeline. The as built drawings shall include geodetic coordinates for all key locations in agreed electronic format.

5.2 Where any maintenance, upgrade or renewal works result in amendments to the as-built pipeline alignment drawings, updated drawings shall be provided to the Council within three months of the commissioning of those new works.

5.3 The Requiring Authority shall submit to the Council a detailed specification of the road works reinstatement undertaken within three months of completion of the works.

5.4 The Requiring Authority shall give notice to the Council that it no longer wants the construction width of the designation pursuant to Section 182 of the Resource Management Act 1991 within three months of completion of the work.

6. FURTHER SPECIFIC CONDITIONS

6.1 The construction drawings described in Condition 2.1 shall include inter alia the following information:

(a) Full engineering plan to Council's Engineering Quality Standards and Manukau Approved Requirements (MANARC) dated 20 November 2003, including long-sections and cross sections (where necessary) detailing the alignment and level of the pipeline and associated works with respect to all existing ground levels structures and services and all proposed ground levels, structures and services approved by the council at the time of notification required under Condition 1.3;

(b) The pipeline design shall be vertically graded as necessary to accommodate suitable clearance for any reasonable future road works, servicing or land development proposed by Council or affected landowners; and authorised by Council at the time of notification required under Condition 1.3, and

(c) The pipeline design shall include crossing beneath all watercourses with a minimum 2 metre cover to the bed level of the watercourse unless directed otherwise by the Auckland Regional Council.

6.2 Prior to the preparation of the plans detailed in condition 6.1 the depth of all existing service crossings and structures affected by the pipeline route shall be established, including by exploratory excavation if necessary, together with any known levels for proposed road

upgrading, servicing or land development works within both private and public property, as authorised by Council at the time of notification under Condition 1.3.

6.3 Unless otherwise agreed with Council, the pipeline shall be constructed using trenchless construction techniques at the following locations:

(a) Smales & Chapel Roads (excluding any horizontal large radii bends);

(b) Intersection of Stancombe and Murphy's Roads;

(c) Intersection of Ormiston and Murphy's Roads;

(d) Intersection of Flatbush School Road and Murphy's Road; and

(e) Any other portions of Murphy's Road and Gracechurch Drive that have been reconstructed/upgraded to either an Arterial or Local Road standard at the times of the notification required under Condition 1.3.

NGC shall submit its proposal for work at these sites to Council in conjunction with the Construction Management Plan required in Condition 2.1 addressing the technical, practical and safety issues associated with the works.

Should NGC submit plans for any alternative construction techniques within these areas, Council when considering the alternative(s) proposed shall act reasonably when considering such alternatives.

6.4 Where open cut pipe laying is undertaken in public roads no more than 300 metres of trenching shall be undertaken at any one time, unless provided otherwise in the Traffic Management Plan or directed by the Council.

6.5 Where open cut pipe laying is undertaken in heavily trafficked roads, Council may require the Traffic Management Plan to provide for works to be undertaken during evening hours to minimise traffic disruption.

6.6 The road reinstatement detailed in Condition 4.3 shall include:

(a) The full resurfacing of either the lane width occupied by the pipeline or one half of the road carriageway including the reinstatement and re levelling as necessary of any existing road markings, surface fittings and traffic islands. The road resurfacing shall be a 25mm (local roads) or 35mm(arterial roads) thick layer of asphaltic concrete. Prior to resurfacing, the existing pavement shall be 'milled', as determined by the consultant detailed under condition 4.3 to assimilate the new pavement; and

(b) Road backfilling in the upper level of the road carriageway as detailed in Table 8.6.3 section (a) of the Code of Practice referred to in Condition 2.15, shall be from level '0' to the underside of the sub base course level of the adjoining pavement.

6.7 Where the pipeline is open cut within any road that has not been reconstructed to Council's Engineering Quality Standards and Manukau Approved Requirements (MANARC) dated 20 November 2003, the trench shall be backfilled to the standards proposed for the upgraded carriageway.

6.8 The Requiring Authority shall meet any reasonable and pre-approved cost associated with Councils Roading Network Manager, managing the effects of the pipeline construction and reinstatement of roads affected by the pipeline construction and including any consequential updating of Councils asset management database with pipeline related data.

6.9 At least three months prior to commencing works the entire designated route located within Area 2 of Figure 17.10.9 of Variation 13 of the Manukau Operative District Plan 2002 shall be subject to a detailed examination by the Requiring Authority for the identification of Asbestos Containing Material. This examination shall be undertaken and reported to Council by suitably experienced professionals, approved by Council. Should evidence of Asbestos Containing Materials be found, a remediation plan shall be approved by Council, and the areas involved remediated to Council's satisfaction, prior to any designated works being undertaken on these areas.

6.10 All activities except construction and maintenance at the stations along the route shall be conducted and buildings located, designed and used to ensure that the noise performance standards shall not be exceeded at or within the notional boundary of any site zoned rural or at or within the boundary of any adjacent site zoned residential does not exceed the following limits:

Monday to Sunday	7:00am–7:00pm	45dBA (L_{10})
Monday to Sunday	7:00pm–7.00am	40dBA (L_{10})

Noise levels shall be measured in accordance with the requirements of NZS 6801:1991 Measurement of Sound and assessed in accordance with the requirements of NZS 6802:1991 Assessment of Environmental Sound.

6.11 Any noise from construction work emanating from the site shall comply with the following noise levels:

Residential and Rural Zone

TIME PERIOD	**Weekdays (dBA)**		**Saturday (dBA)**		**Sundays & Public Holidays (dBA)**	
	L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
0630–0730	60	75	45	75	45	75
0730–1800	75	90	75	90	55	85
1800–2000	70	85	45	75	45	75
2000–0630	45	75	45	75	45	75

Business Zone

TIME PERIOD	**All days**	
	0730–1800	1800–0730
(dBA) L_{eq}	75	80

6.12 The Requiring Authority shall surrender its existing resource consent No P10005 dated 27 August 1997 within one month of the designation being confirmed and incorporated in the Manukau Operative District Plan 2002.

6.13 Surplus soil may be disposed on the site from where it originated subject to compliance with the rules of the District Plan or if it is to be disposed of off-site, it shall be disposed of to the satisfaction of the Council to an approved cleanfill site.

6.14 The pipeline located within the Main Residential and Flatbush Residential Zones of the Manukau District Plan and the roads within those zones shall be designed in accordance with the T2 classification of NZS/AS2885.

SCHEDULE 5A30:CONDITIONS ON DESGINATION 286 ALFRISTON COLLEGE

1. That an outline plan shall be submitted prior to development. This plan shall show the height, shape and bulk of the buildings, its location on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions and any other matters to avoid, remedy, or mitigate any adverse effects on the environment including:

    - Measures to reduce the visual impact of the proposed building in relation residential properties.
    - Landscape plans to reduce the visual impacts and enhance the amenity of the site.
    - The use of best practicable options to reduce the noise impact on neighbouring properties e.g acoustic fences.
    - Measures to retain privacy on residential properties,
    - Measures to reduce the impact of glare from headlights, security lighting or floodlighting from outdoor sports facilities.
    - The provisions of the agreed Traffic Management Plan.

2. Any activity outside the scope of the designation shall be dealt with either as an amendment to the designation in terms of Section 181 of the Resource Management Act 1991 or as an activity in accordance with the provision of the underlying zone in the District Plan.

3. The proposed pre-school activity if not part of the Outline Plan of Works shall be processed as a controlled activity application without the need to obtain affected party approval or notification.

Traffic Management Plan.

4. A Traffic Management Mitigation Plan shall be submitted to Council for approval prior to submitting the Outline Plan of Works. The Traffic Management Mitigation Plan shall be based on Option 5 as outlined in the Carson Group (AKL) Ltd Traffic Impact Assessment for the proposed Porchester Road Secondary School and dated October 2001. This Traffic Management Plan shall include the following.

    - The entrance and exit points from the site to Alfriston Road and the possible need to either restrict some or all right turning movements or traffic signals at this point, together with the off set intersection with Saralee Drive.
    - On site vehicular circulation and drop off area in close proximity to school buildings or shelter for students being driven to school.
    - Provision for buses, including a bus stop and circulation.
    - Provision for safe pedestrian movement on and around the site, including pedestrian crossings.
    - Provision of parking as outline in Option 5 of the Carson Group (AKL) Traffic Impact Assessment.
    - Traffic Management guidelines for the School Board together with policies that will discourage vehicular traffic and encourage use of alternative means of travel such as cycling and public transport.

- The provision of a review clause to allow the Council to review aspects associated with traffic congestion and safety in the traffic management plan every five years from the opening of the school.

5. That adequate provision be made for cycle parking for not less than 80 cycles in a location adjacent to the school buildings.

Noise

6. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted, that the noise level (L_{10}) not exceed the limits set out below, when measured at or within the boundary of any adjacent site zoned residential. These limits are:

(a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY / TIME	NOISE LEVEL (L_{10}) dBA
Mon–Sat 7.00am–6.00pm (0800–1800)	45
Mon–Sat 6.00pm–10.00pm (1800–2200) Sunday and Public holidays 7.00am–10.00pm (0700–2200)	40
At all other times	35

L_{max} = 65 dBA

(b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY / TIME	NOISE LEVEL (L_{10}) dBA
Mon–Sat 7.00am–6.00pm (0700–1800)	50
Mon–Sat 6.00pm–10.00pm (1800–2200) Sunday and Public holidays 7.00am–10.00pm (0700–2200)	45
At all other times	40

L_{max} = 70 dBA

(c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

7. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

Buildings

8. Building height and location shall be as follows:

   (i) No building shall be located closer than 20 metres from any residential boundary without the consent of the affected adjacent neighbour.

   (ii) All buildings shall comply with the height in relation to boundary controls set out in the Proposed Manukau District Plan 1995 or subsequent amendments.

   (iii) Any building closer than 20 metres from any boundary shall not exceed 8 metres in height.

   (iv) Any other building shall not exceed 12 metres in height.

Works and Financial Contributions

9. A Comprehensive Stormwater Discharge Levy of $5,763.27 inclusive of GST shall be paid to Manukau City Council.

   The applicant is advised that this levy (FC45 — Comprehensive discharge levy) has been calculated at $470.00 plus GST per hectare for the total area of this development of 10.8998 hectares.

10. A Wastewater contribution of $24,8880.50 inclusive of GST is to be paid to Manukau City Council prior to connection.

    The applicant is advised that the contribution (Porchester Road wastewater contribution — FC112) has been assessed at $11,640.00 plus GST per hectare for 1.9 hectares of this development.

11. A Wastewater contribution of $193,700.59 inclusive of GST is to be paid to Manukau City Council prior to connection.

    The applicant is advised that the contribution (FC164 — Porchester/Alfriston Wastewater) has been assessed at $15,610.00 plus GST per hectare for 11.03 hectares of this development.

12. A Water supply contribution of $11,700.00 inclusive of GST is to be paid to Manukau City Council prior to connection.

    The applicant is advised that the contribution (FC5 — General road frontage) has been assessed at $130.00 per lineal metre plus GST for the total length of the road frontage, being 80 metres.

13. A financial contribution shall be paid to Council towards the widening of Alfriston and Porchester Roads this shall be in proportion to the length of the unformed frontage as at the 31 March 2002 and shall include the cost of the following work.

    - the reconstruction of the carriageway to a width of 6.5 metres from the centreline of the road
    - standard berm with footpath, street lighting, kerb and channel and associated stormwater reticulation
    - all design and supervision requirements.
    - construction standards to District Arterial Road Standards.

Development Controls

Construction Noise

14. (i) Prior to commencement of construction works, an environmental management plan shall be submitted for the Council's Manager — Environmental Health for approval, detailing the following measures for the construction and the monitoring of compliance with those standards during the course of the construction:

(a) method of dust control

(b) method of noise control so demonstrating compliance with the requirements of Rule 5.18.3.6 of the Proposed District Plan.

(c) level of monitoring and recording of any problems or complaints and the mitigating measures taken.

(ii) The applicant shall provide details of the level of communication with neighbouring property owners and identification of the liaison person. Also in this regard the applicant is advised to ensure that, before commencement of the development, the owners of all adjoining properties are notified in writing advising them of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom neighbours can liaise if the need arises.

(iii) Any noise from construction work (as defined in Chapter 18 of the Proposed District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the Proposed District Plan. These requirements are reproduced here for your information:

TABLE A — Residential Zone

TIME PERIOD	NOISE LEVEL (dBA)					
	MONDAY–SATURDAY			SUNDAY AND PUBLIC HOLIDAYS		
	L_{95}	L_{10}	L_{max}	L_{95}	L_{10}	L_{max}
0700–1800	60	75	85	45	50	65
1800–2200	45	50	65	40	45	65
2200–0700	35	40	65	35	40	65

(iv) The noise levels shall be measured and assessed in accordance with NZS 6803P: 1984 "The Measurement and Assessment of Noise from Construction, Maintenance and Demolition".

Archaeological and Iwi Issues

15. In the event of archaeological features being uncovered (e.g. shell midden, hangi, or oven stones, pit depressions, defensive ditches, artefact material, or human bones), work is to cease in the vicinity of the discovery and the Environmental Management Group, Manukau City Council, the New Zealand Historic Places Trust and the appropriate Iwi authorities shall be contacted so that appropriate action can be taken. This includes such persons being given a reasonable time as determined by the Council to record and recover archaeological features discovered before work may recommence there.

Engineering Conditions

16. The works detailed in the outline plan of works shall be constructed to the satisfaction of Council and are subject to the following requirements;

    (i) All materials, workmanship and testing shall be in accordance with the current Manukau City Council Engineering Quality and MANARC Standards.

    (ii) All construction work shall be supervised by an engineering representative appointed by the Ministry of Education (refer to MCC Engineering Quality Standards).

    (iii) On completion of any work, as-built plans and a completion certificate, in accordance with the Council's Quality Assurance Manual, shall be forwarded to Council's appointed field officer.

    (iv) All works on any existing public wastewater, stormwater and watermains associated with the contract shall be carried out by a Manukau City Council approved licensed contractor at the applicant's expense.

Land Modification — Earthworks

17. All land modification works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion/siltation', which in the opinion of the Manager — Resource Consents & Compliance, is objectionable, offensive or has the potential to create an adverse effect on the receiving environment.

18. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the applicant's expense.

Public Utility Services

19. Adequate provision shall be made for the disposal of stormwater, wastewater and the provision of a water supply.

20. Adequate provision shall be made during the earthwork construction for the protection of any existing public drains that traverse the site. Any damages to the public drains that may occur during the development shall be the applicant's responsibility and repaired to original condition or better at no cost to Council.

Wastewater Drainage

21. Adequate provision is to be made for the disposal of wastewater from the Lot. This will include the extension of the existing public systems and provision for the upstream catchments in accordance with Council's Engineering Performance Standards and the approved engineering drawings referenced E9/20284 by Council.

22. Adequate provision shall be made to protect wastewater lines that will cross over the top of a stormwater line. In all cases the area between the two lines shall be hardfill backfilled.

Water supply

23. An adequate water supply reticulation system is to be installed to provide a suitably located service connection to the school in accordance with the Engineering Performance Standards

of Manukau's District Plan. Engineering plans shall be submitted to Manukau Water and approved prior to any works commencing on site.

Roading

24. A Traffic Management Plan addressing the temporary diversion of traffic during the works shall be submitted to the Council for the approval of the "Utilities Co-ordinator" — RoadNet Services (NZ) Ltd at least two weeks prior to the works commencing.

Carparking and Loading Spaces

25. Diminution of Land Available

The total parking area that is made available in respect of this proposed school shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by the other activity.

26. Allocation of Parking Spaces

The Ministry of Education or the school management and/or board shall not unreasonably in the opinion of Council, allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

27. Provision of Loading Space

Any activity within the designation, which generates delivery trips by heavy vehicles, shall make adequate provision on the site for a loading space.

28. Design of Parking and Circulation Areas

All new parking provision shall conform with the requirements of Conditions 25.1 to 25.3.

29. Vehicle Dimensions

Each new parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

30. Reverse Manoeuvring

All new parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

31. Design and Constructional Details

All new public and private parking areas shall comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The new parking areas shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the new parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate new access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to rule 5.18.2 Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 metres for any other angled or parallel parking space) or to exit any parking aisle in the event that the parking spaces within the aisle are occupied.

Duration of Designation

32. The Requirement shall apply for a period of ten years, prior to development.

SCHEDULE 5A31:CONDITIONS ON DESGINATION 287 BAVERSTOCK OAKS PRIMARY SCHOOL

General

1. That an Outline Plan shall be submitted to Council prior works commencing on the site. This plan shall show the height, shape and bulk of the buildings, the location of the buildings on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions and any other matters to avoid, remedy, or mitigate any adverse effects on the environment including:

   (i) Measures to reduce the visual impact of the proposed buildings in relation residential properties.

   (ii) Landscape plans showing the trees to be removed and/or retained on the site and the species, number and size at planting of any trees and shrubs to be planted on the site.

   (iii) The use of practicable options to reduce the effect of noise on neighbouring properties, e.g. site layout, building construction and design, acoustic fences.

   (iv) Measures to maintain the privacy of adjoining residential properties.

   (v) Measures to reduce the impact of glare from headlights, security lighting or floodlighting from outdoor sports facilities.

   (vi) Vehicle access and parking plans showing vehicle and pedestrian access to the site and the number and location of car parking spaces, drop-off and pick-up spaces and bus bays.

2. That the School Board prepare and maintain, to the satisfaction of the Council, a School Travel Management Plan. The Plan shall be implemented within the first term of the operation of the school activity on the site, monitored over time, and reviewed as necessary to remain effective. The Plan shall have as an objective the safe transportation of pupils between homes and the school by means other than the private motor vehicle. The plan shall ensure the availability of walking school buses, storage for cycles, and encourage the use of public transport.

3. That cycle storage be provided in accordance with AUSTROADS Guide to Traffic Engineering Practice Part 14 (Bicycles) at a ratio of one per five pupils over year Four.

Road Construction

4. That prior to the occupation of the school buildings on the site, not less than 7.8m of road carriageway shall be formed from the eastern boundary of the site together with the standard back berm and footpath and a 2.0m front berm to be constructed on the western side only. The road shall be vested in Council at no cost to the Council.

5. At Outline Plan of Works stage, full engineering plans in accordance with Council's Engineering Quality Standards shall be submitted for Council's approval prior to the commencement of construction, showing the design of the road together with the intersection with Baverstock Road and the connection to the already consented 10.8m wide carriageway Collector Road on the site abutting the southern boundary.

6. That 0.54m road widening to meet Collector Road standards shall be vested along the full site frontage on Baverstock Road, at no cost to the Council.

7. That a standard 5.2m wide berm in accordance with Council's Engineering Quality Standards, inclusive of the footpath, shall be formed along the full frontage of Baverstock Road.

8. The proposed works, as shown in the Outline Plan of Works, shall comply with the following District Plan standards (conditions 8 to 24).

Design of Access to Road Network

9. Vehicle Crossing Design

   (a) Any new vehicle crossing shall intersect with the carriageway at an angle of between 45° and 90° and cross the property boundary at an angle of between 75° and 105°.

   (b) Any new vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one-way	3.0 metres	6.0 metres
two-way	3.0 metres	9.0 metres

10. Gradients

    The grade of any new vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

11. Prohibited Areas

    No new vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the Manukau Operative District Plan.

12. Separation of Driveways

    The following minimum separation distances shall apply to any new vehicle crossings:

    (a) Three metres between vehicle crossings as measured at the kerb.

    (b) One and a half metres between the vehicle crossing and the school's side of the property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

13. Swept Paths

    All new vehicle crossings within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline.

14. Separate Entry and Exits

    Where activities provide separate entry and exit crossings they are to be clearly marked as such.

15. Impact on Street Furniture, Street Trees and Traffic Signs

No new vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign or street furniture without the consent of Council first being obtained.

Parking and Vehicle Circulation

16. Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause the number of parking spaces to be provided in relation to the use of any new building on the site within the description of the designation shall be calculated on the basis of two carparking spaces per new classroom. There shall be a suitable drop-off area (which may be an existing drop-off area) to serve the new classrooms.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the Manukau District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any new building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

17. Diminution of Lane Available

The total parking area that is made available in respect of a new or redeveloped building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity.

18. Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

19. Provision of Loading Space

Any activity within the designation which generates delivery trips by heavy vehicles shall make adequate provision on the site for a loading space.

Design of Parking and Circulation Areas

20. Vehicle Dimensions

Each new parking space to be provided shall be in accordance with the dimensions specified in Figure 8.5 of the Manukau Operative District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the Manukau Operative District Plan.

21. Reverse Manoeuvring

All new parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the Manukau Operative District Plan.

22. Design and Construction Details

All new public and private parking areas shall comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked out or laid out in accordance an approved Outline Plan to the Council's satisfaction.

(b) The new parking spaces shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the new parking areas shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate new access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 — Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 meters for any other angled or parallel parking space) or to exist any parking aisle in the event that the parking spaces within the aisle are occupied.

Noise

23. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted, that the noise level (L_{10}) does not exceed the limits set out below, when measured at or within the boundary of any adjacent site zoned residential.

(a) Where the background level (L_{95}) is less than 50dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY / TIME	NOISE LEVEL (L_{10}) DBA
Mon–Sat, 7.00am–6.00pm (0700–1800)	45
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and Public holidays, 7.00am–10.00pm (0700–2200)	40
At all other times	35

L_{max} = 65 dBA

(b) Where the background level (L_{95}) is 50dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY / TIME	NOISE LEVEL (L_{10}) DBA
Mon–Sat, 7.00am–6.00pm (0700–1800)	50
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and Public holidays, 7.00am–10.00pm (0700–2200)	45
At all other times	40

L_{max} = 70 dBA

(c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

24. The requiring authority shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

Buildings

25. Building height and location shall be as follows

(a) No building shall be located closer than six metres from any boundary, without the consent of the affected adjacent neighbour.

(b) All buildings shall comply with the height in relation to boundary controls for the underlying zone of the school.

(c) Any building closer than 20 metres from any boundary shall not exceed eight metres in height, without the consent of the affected adjacent neighbour.

Financial Contributions

26. The following financial contributions shall be paid at the time of lodging the initial Outline Plan of Works with Council:

(a) A Comprehensive Stormwater Discharge Levy of $2,163.91 inclusive of GST shall be paid to Manukau City Council.

The requiring authority is advised that this levy (FC45) has ESarea of this development of 4.0925 hectares.

(b) A Stormwater Quality contribution of $314,457.46 inclusive of GST shall be paid to Manukau City Council.

The requiring authority is advised that this contribution (FC259 — Flatbush Stormwater) has been calculated at $68,300.00 plus GST per hectare for the total area of this development of 4.0925 hectares.

(c) A Roading Upgrade contribution of $153,337.50 inclusive of GST shall be paid to Manukau City Council.

The requiring authority is advised that this contribution (FC 242 — Baverstock Road Upgrade) has been assessed at $470.00 plus GST per metre of road frontage (290 metres).

27. A Wastewater contribution of $3,637.20 inclusive of GST shall be paid to Manukau City Council prior to connection.

The requiring authority is advised that this contribution (FC223 — Accent Drive Embankment, Wastewater) has been assessed at $790 plus GST per hectare for the total area of this development of 4.0925 hectares.

28. A Water Supply contribution of $55,969.03 inclusive of GST is to be paid to Manukau City Council prior to connection.

The requiring authority is advised that this contribution (FC231 — Flat Bush Water Supply) has been assessed at $13,676 plus GST per hectare for the total areas of this development of 4.0925 hectares.

29. All contribution rates shall be reassessed in accordance with the current Statistics NZ Capital Goods Price Index for Other Construction — S2GC (for the previous year) if payment is not made within 12 months of the date of this consent.

Servicing

30. Adequate provision shall be made for the disposal of stormwater, wastewater and the provision of a water supply.

SCHEDULE 5A32:CONDITIONS ON DESIGNATION 288 AUCKLAND REGION WOMEN'S AND MEN'S CORRECTION FACILITY

[AM121]

Explanatory Note to Designation 288 Conditions

Designation 288 provides for Comprehensive Corrections Facilities comprising a women's corrections facility (ARWCF) and a men's corrections facility (MCF) at 20 Hautu Drive. The conditions that accompany this designation apply to the designated site as a whole, except where specified as applying only to the ARWCF or the MCF.

The conditions reference the following plans:

- *the Indicative Concept Plan for the ARWCF (Figure 2, 3 February 2004, DB0901);*
- *the Development Plan for the MCF (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011);*
- *the Heritage Areas Plan (Figure 2, Revision F, prepared by Boffa Miskell, dated 25 March 2011)*; and
- *the Quantitative Risk Assessment and Mitigation Plan (Figure 3, Revision B, prepared by Boffa Miskell, dated 17 May 2011.*

The Indicative Concept Plan for the ARWCF is referred to in Condition 1(a). This condition of the original designation required the initial works for the ARWCF, which was established in 2006, to be in general accordance with this indicative concept plan. Condition 1(a) does not limit future activities on the site in so far as they are consistent with the designation and other conditions.

The Heritage Areas Plan identifies those parts of the site identified as heritage areas and remnant cultural landscape features. This plan is referred to in conditions 3, 37 and 38 which set out specific limitations that apply to these areas.

The Development Plan for the MCF shows the indicative location of its secure and non secure facilities, and the controls on development in conditions 81, 82, 83, 84 and 85.

For the purposes of these conditions, 'site' means the entire area of land subject to Designation 288, unless specified in the condition as either the ARWCF or the MCF site. Reference to 'the Minister' in these conditions refers to the Minister of Corrections or their successor (where their successor is the requiring authority).

The designation is for the construction, operation, maintenance and upgrading of comprehensive corrections facilities and associated facilities and the authorisation of all ancillary activities and facilities including, but not limited to:

- Any preliminary or future earthworks not covered by existing consents
- Entry buildings
- Visitor carparks
- Staff carparks
- Administration and staff amenities
- Visits centres

- Inmate receptions
- Industries
- Kitchens/laundries
- Programmes
- Health centres
- Meeting houses
- High security accommodation
- High Medium security accommodation
- Medium Low security accommodation
- Low security accommodation
- Self care (inner security area) accommodation
- Self care (middle security area) accommodation
- Atea
- Inmate Atea
- Village Green
- Gymnasiums
- Playing fields
- Stormwater management ponds
- Internal roading
- Security fences, security walls, surveillance equipment and lighting
- Landscaping and 'set back' buffer areas

and shall extend to all of the land shown within the extent of the designation boundary on plan DB0901, figure 2, indicative concept plan dated 3 February 2004 as amended by the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011) and these conditions.

The designation shall be subject to the following conditions:

Scope of the Designation

1. (a) The initial works for the ARWCF to give effect to the designation shall be generally in accordance with the Notice of Requirement for the ARWCF dated 28 May 2002, and the indicative concept plan, Figure 2, 3 February 2004, DB0901, subject to any amendments required by the conditions that follow. However, nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.

(b) All works and activities for the MCF shall be generally in accordance with the Notice of Requirement for Alteration to Designation 288 dated 1 November 2010, subject to any amendments required by the conditions that follow. However, nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.

(c) The comprehensive corrections facilities on the site shall be limited to the ARWCF and a MCF.

(d) Any secure facilities associated with the ARWCF shall be generally located within the area identified as 'Indicative Extent of ARWCF Secure Facilities' on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011).

(e) Any secure facilities associated with the MCF shall be generally located within the area identified as 'Indicative Extent of prison Secure Facilities' on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011).

(f) Any non-secure facilities associated with the MCF shall be generally located within the area identified as 'Indicative Extent of prison Non Secure Facilities' on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011).

2. That for a distance of 45m from the northern boundary of the site, adjoining the land of Wiri Oil Services Ltd, no new buildings or activities shall be constructed or carried out. This condition shall not apply to horticultural activities or to maintenance of grounds, or to maintenance, alteration or use of the existing building.

3. No buildings (excluding security fencing and lighting, security and communication devices, including poles for lighting and surveillance equipment) shall be constructed within that part of the Corrections' designation, identified as area "A" on the Heritage Areas Plan (prepared by Boffa Miskell, Figure 2, Revision F, dated 25 March 2011).

4. (a) The accommodation units of the ARWCF shall be located at least 134 metres from the Wiri Oil Services Limited boundary and the outside of the secure perimeter fence shall be located at least 100 metres from that boundary.

(b) All inmate accommodation, staff administration and kitchen buildings to be used by staff and inmates within 200m of the Wiri Oil Services boundary shall have mechanical ventilation. The ventilation system shall be capable of having suitable filtration systems installed to minimise odour and VOCs, to the satisfaction of the Manager – Resource Consents based on results of the monitoring required by condition 35.

5. An easement for an esplanade strip and/or access strip for a coastal recreational walkway for the benefit and use of the public shall be granted in the Council's favour at no cost to the Council by the Minister generally along the boundary of the subject land with the Manukau Harbour on the following basis:

(a) The easement in perpetuity shall adjoin the mark of mean high water springs of the Manukau Harbour, unless the topography requires that it be located away from the coast. The legal documents relating to the easement shall be prepared by the Council's solicitors at the Minister's expense, executed by or on behalf of the Minister and registered on the certificate of title of the land prior to commencement of the proposed activity.

(b) The esplanade strip and access strip shall be of sufficient width to allow cycle and pedestrian access through the area.

(c) The route of the formed walkway shall be determined jointly by the Minister and the Council and shall minimise the impact upon the part of the Corrections' designation identified as area "C" on plan '21095' dated 9 October 2003 (as amended by the Heritage Areas Plan prepared by Boffa Miskell, Figure 2 Revision F, dated 25 March 2011). The construction and maintenance of the walkway will be undertaken by the Council, at such time as it deems fit to do so.

(d) The Minister shall construct and maintain as a minimum a standard post and wire fence along the boundary of the esplanade strip and the access strip easement, within 6 months of the creation of the easement.

(e) The Minister shall take all reasonable steps to place and maintain signs at the boundaries of the Minister's property along the walkway and at the public entrances to the walkway, prior to its use. The Minister shall consult with the Council, with regard to the wording of signage with a view to ensuring that, to the extent practicable, the signage does not discourage the public from using the walkway.

(f) The walkway shall be available to the public during hours of daylight every day of the year except in specified circumstances, to be agreed between the Minister and Council.

(g) During the event of the specific circumstances referred to in Condition 5(f), the Minister shall make available an alternative walkway to continue this public access.

Advice Note:

Easements have been created further to this condition and are registered against Identifier 368904 (North Auckland).

Traffic

6. The principal access to the ARWCF shall be off Hautu Drive, while access for an "emergency situation" may be provided off other adjacent roads. For the purposes of this condition, an "emergency situation" is defined as a situation requiring alternative vehicular access by the Department of Corrections, New Zealand Police, New Zealand Fire Service and/or an Ambulance, New Zealand Defence Force, Civil Defence and includes situations relating to the escape of any inmate.

7. Adequate onsite parking, loading, access and manoeuvring areas be provided at all times for all types of vehicles anticipated to visit the facilities. All onsite parking, loading, access and manoeuvring shall be formed, drained, sealed and marked out in accordance with Council's Engineering Quality Standards and Figure 8.5 of Chapter 8 of the District Plan. Full engineering drawings in respect of these works shall be submitted to and approved by the Council, as part of the Outline Plan of Works.

8. In the event that the McLaughlins Road frontage of the site requires upgrading due to the Minister's construction, establishment, operation and/or maintenance of the facility, and becomes a public road, this shall be constructed to Business Road standards for half a road frontage in accordance with Rule 9.9.2.11(a)(iv) of the Manukau Operative District Plan. A payment, which shall be agreed between the Minister and the Council, shall be paid to the Council prior to commencement of the road frontage upgrading (such payment to be applied to the upgrade and to take into account any payments made to the owners of the road for its upgrade).

9. Cul de sacs in accordance with Council's Engineering Quality Standards shall be fully formed and vested in the Council and at no cost to the Council as continuations of Hautu Drive and Ha Crescent prior to the commencement of Construction Work (as defined in chapter 18 of

the District Plan). These areas shall include any necessary service berms and footpaths in addition to a standard front berm. Full engineering drawings in respect of these works shall be submitted to and approved by the Council.

Landscape and Urban Design

10. An Integrated Design and Mitigation Strategy (IDMS) shall be prepared for the entire designated site and submitted for the approval of the Manager - Resource Consents as part of the outline plan of works for the establishment of the MCF. The Manager-Resource Consents, the Department of Conservation, Ngati Te Ata, Te Akitai (and any other mana whenua group subsequently recognised), Vision Manukau and the Volcanic Cones Society shall be given an opportunity to review and comment on the draft IDMS (including for the avoidance of doubt, the visual mitigation strategy, ecological planting strategy, and comprehensive landscape plan) at least three (3) months prior to its submission with the outline plan of works. The IDMS shall include the matters set out below. [AM165]

IDMS Principles and Functions

(a) The IDMS must set out the overarching principles that will shape a visual mitigation strategy, an ecological planting strategy, and a comprehensive landscape plan.

(b) The IDMS shall address building placement**,** scale and form in relation to the surrounding and proposed landscape context and, in particular, shall identify viewshafts to Maunga Matukutureia from the southern part of the ARWCF, the marae on the CYFS facility, and the Weymouth/Puhinui walkway that are to be protected to the fullest extent practicable. The IDMS shall specify building materials and colour, proposed screening and planting, proposed pest control measures, proposed site preparation and remediation, plant species selection, plant establishment and ongoing maintenance and monitoring requirements.

(c) The IDMS should establish how it is proposed to integrate the development when viewed from the Clendon residential area, ARWCF and CYFS facility, and the means proposed to integrate the scale, form and bulk of the buildings and structures in the western and southern portion of the site in relation to the open space.

(d) All buildings and external structures shall be designed and finished in materials and colours that are generally visually recessive.

IDMS Components

(e) The IDMS shall include the following components, each of which shall give effect to the IDMS and its overarching principles:

(i) A **Visual Mitigation Strategy** for the entire site. This shall include but not be limited to:

- key visual objectives including the identification and management of views towards the site from surrounding residential, commercial and public open space areas (particularly from the Weymouth/Puhinui Walkway and adjacent DoC reserve) and the objective of maintaining views of Maunga Matukutureia to the fullest extent practicable;

- the use of mass planting where appropriate within a minimum 8 metre planting strip along all boundaries of the site to enable the screening and/ or visual integration of built forms within the site and with the surrounding

landscape character, including the maintenance of the existing landform within this 8 metre planting strip where practical, recognising geotechnical constraints of the site (except where mounding or additional soil depth is required to achieve the optimum growth of plants). The 8 metre planting strip shall not apply to the following locations:

- at the Hautu Drive, Ha Crescent, McLaughlins Road and Kiwi Tamaki Road vehicle and pedestrian entrances;

- either side of the access strip to Kiwi Tamaki Road; and

- parking areas, access drives and other hard surfaces associated with the ARWCF existing as at 1 May 2011.; [AM165]

(ii) an **Ecological Planting Strategy**, to enhance the ecological attributes of the site, and in particular the south-west corner of the site, providing a buffer between the facilities and the Puhinui Creek. The strategy shall promote the use of eco-sourced species where appropriate.;

(iii) a **Comprehensive Landscape Plan** for the entire site, including but not limited to:

- planting proposals for the retained wetland area and any stormwater ponds;

- planting proposals for the entry and parking areas;

- planting proposals within the required minimum 8 metre planting strip along all boundaries of the site, except in the locations excluded above;

- new parking areas designed with landscaped dividers or islands to provide separate parking bays each containing not more than 100 carparking spaces. The dividers or islands shall be planted with well developed specimen trees capable of growing to a height of approximately 6 metres within 10 years of planting. When determining tree and shrub species, safety aspects such as sight distances must not be compromised;

- consideration of any planting and/or public amenities on adjoining public land to enable the co-ordinated management of the site's boundaries;

- the name (including botanical), numbers, location, spacing and size of the plant species, details on the timing of planting, and details of existing planting to be retained (where practicable);

- a landscape management programme, including implementation and maintenance, setting out the methods for pest control (including, if necessary, pest proof fencing along the boundary of the site and the Matukuturua Stonefields Historic reserve), use of sacrificial planting (where appropriate), fertilising, and if necessary irrigation, to ensure continued growth of the plants. The landscape management programme shall detail existing and proposed soil depths, sufficient to ensure the optimum growth of the plants. These minimum soil depths may either be achieved using existing ground conditions where appropriate, or through mounding and/or through the provision of additional soil.

(iv) a report by a suitably qualified and experienced urban designer and landscape architect on how the design achieves the principles of the IDMS, including how the design achieves a good interface with surrounding areas.

11. The Minister shall not be in breach of Condition 10 if any one or more of the named groups specified do not wish to provide comment.

12. The outcomes of the engagement on the IDMS as specified in condition 10, including the comments provided by the parties and any changes made as a consequence, shall be documented and provided to the Manager – Resource Consents with the outline plan of works for the establishment of the MCF.

13. The Minister will cover the reasonable expenses of the parties named in condition 10 to commission any expert review of the IDMS, subject to the parties discussing the potential for joint engagement of an expert and subject to the Minister's approval of the scope of works and professional services fee proposals, prior to any expert advice or reports being commissioned by the parties.

14. (a) In the event that further outline plans are required and/or submitted for the site, the IDMS shall be updated in accordance with the conditions described above.

    (b) Unless and until any outline plan is required and/or submitted for further development undertaken at the ARWCF, only the planting including screening, pest and predator control, site preparation, species selection, and ongoing maintenance and monitoring aspects of the initial IDMS shall apply to the existing ARWCF.

15. Except for the screen and mass planting within the minimum 8 metre planting strip along all boundaries of the site, the landscape plan may be altered at any time, provided the changes to the plan are in general accordance with the IDMS and landscape plan which was approved by the Manager – Resource Consents as submitted with the outline plan.

16. The Minister shall implement the comprehensive landscape plan, the ecological planting strategy and the visual mitigation strategy within 12 months of completion of construction of the MCF and shall thereafter maintain all specified works and plantings to the satisfaction of the Manager – Resource Consents.

Existing Landscaping Plans

17. Until such time as the IDMS required under condition 10 is approved by the Manager – Resource Consents, the following conditions (18-24) shall apply.

18. The visual mitigation and ecological planting plan for the ARWCF approved by the Council with the outline plan of works for the ARWCF on 10 September 2004 shall apply to the site.

19. The visual mitigation and ecological planting plan may be altered at any time with the approval of the Manager – Resource Consents. In that regard, the Manager – Resource Consents shall not unreasonably withhold his or her approval, and in particular will not refuse approval to changes to the plan made necessary as a result of expansion of facilities within the site on the sole ground that such expansion is not consistent with the plan as originally approved.

20. The general landscaping plan for the ARWCF approved by the Council with the outline plan of works for the ARWCF on 10 September 2004 shall apply to the site.

21. The general landscaping plan required under condition 20 above may be altered at any time, provided the changes to the plan are in general accordance with the plan which was approved by the Council.

22. The Minister shall implement the visual mitigation screening strategy within 6 months of completion of initial building construction for the ARWCF and shall thereafter maintain the planting to the satisfaction of the Council.

23. The Minister shall implement the ecological planting within 6 months of completion of initial building construction for the ARWCF and shall thereafter maintain the planting to the satisfaction of the Council.

24. The Minister shall implement the remainder of the general landscaping plan within 15 years of the ARWCF being occupied.

Lighting

25. All exterior lighting plans shall be submitted to the Manager – Resource Consents prior to the commencement of Construction Work. The lighting plans shall show and describe the location, type and intensity of lighting for facilities where external lighting is planned on the site and be approved to the satisfaction of the Manager – Resource Consents, taking into account the security requirements of the corrections facility.

Noise

26. All sleeping areas within the ARWCF shall be provided with acoustic insulation against noise from the adjacent Quarry and Business 5 and 6 zones so that internal noise within the ARWCF resultant from offsite activities does not exceed L10 35dBA 35dB L_{A10} and Lmax 55 dBA with external doors and windows closed. These spaces shall also be provided with alternative ventilation in accordance with the requirements of the New Zealand Building Code, subject to the satisfaction of the Manager – Resource Consents.

27. Any noise from construction work (as defined in Chapter 18 of the Manukau Operative District Plan) emanating from the site shall comply with the relevant requirements of the Manukau Operative District Plan 2002.

28. Sound levels shall be measured and monitored by the Minister in accordance with New Zealand Standard NZS 6802:1999, Assessment of Environmental Sound and the results of the monitoring shall be compiled in a report to be submitted to the Manager – Resource Consents within 6 months of the opening of the ARWCF.

29. Should the results of the monitoring required by Condition 28 indicate that the facility does not comply with the noise limits specified, then discussions shall take place between the Minister and the Manager – Resource Consents to resolve this matter and remedy it as soon as is reasonably practicable.

Air

30. The Minister shall undertake monitoring of VOCs, including benzene, in relation to the ARWCF to the satisfaction of the Manager – Resource Consents, the results of which shall be forwarded to the Manager – Resource Consents as and when required. Monitoring shall be conducted simultaneously at two locations:

    (a) one at the northern façade of the closest building to the northern boundary of the site which is required to have mechanical ventilation pursuant to Condition 4(b); and

    (b) the other at a location adjacent to the southern boundary of the site.

31. Monitoring required under condition 30 shall consist of passive sampling with 3M badges in accordance with NIOSH Method 1500 & 1501 or equivalent method approved by the Manager – Resource Consents, to produce monthly average concentrations, and shall be undertaken:

(a) for a period of 12 months commencing not more than one month from the date of confirmation of this designation; and

(a) in any further 12 month period or periods following receipt of written notice from the Manager – Resource Consents that there has been a significant change in the operations at the WOSL site. Results shall be recorded and made available to the Manager – Resource Consents on request. A report on the monitoring programme shall be presented to the Manager – Resource Consents at the end of each 12 month monitoring period. For the purposes of this condition and condition 32 below, a "significant change in the operations at the WOSL site" includes:

(i) the commissioning of new fuel tanks within 100 metres of the northern boundary of the ARWCF site; and/or

(i) ncreases in total storage tank capacity on the WOSL site of more than 40% above 116 million litres, being the capacity on the WOSL site that existed at the confirmation of this designation; and/or

(i) any other change that, in the opinion of the Manager – Resource Consents, could give rise to significant increases in the concentration of VOCs, including benzene, on the ARWCF site.

32. In addition to monitoring required under condition 31 the Minister shall, from the date that the ARWCF opens, commence a field odour monitoring programme for the succeeding 12 months and repeat this five years thereafter and/or in any 12 month period or periods following receipt of written notice from the Manager – Resource Consents that there has been a significant change in the operations at the WOSL site.

(a) The monitoring shall be undertaken by an individual whose olfactory sensitivity complies with the requirements of an odour panellist used in dynamic olfactometry as stipulated in AS/NZS 4323.3:2001 (Stationary Source Emissions — Determination of Odour Concentration by Dynamic Olfactometry).

(b) Odour shall be assessed at no less than five locations in the vicinity of the ARWCF. At least one location will be on the northern boundary fence, and another in a position near the accommodation unit that is closest to that fence.

(c) The odour assessment method shall follow the "single measurement" procedures set out in the German Standard VDI 3940 (Determination of Odorants in Ambient Air by Field inspections).

(d) The location, day, time and atmospheric conditions shall be recorded at the time the assessments are made.

(e) Subject to (g) below, assessments at each location shall as far as practicable be undertaken once per week, with no less than 50 assessments undertaken of each site over the 12 month period. The assessment day and time shall be determined in conjunction with the Manager – Resource Consents and Wiri Oil Services Limited, and shall aim to ensure that:

(i) the assessments achieve a representative measure of odours at the ARWCF and account for activities at WOSL that may have the potential to cause odour; and

(i) information that is necessary for the Manager – Resource Consents to review the monitoring regime pursuant to (g) below to focus monitoring upon times when odour events are more likely is collected as efficiently as possible.

(f) Results shall be recorded and made available to the Manager – Resource Consents on request. A report on the monitoring programme shall be presented to the Manager – Resource Consents at the end of each 12 month monitoring period.

(g) The Manager – Resource Consents may, if it considers it appropriate having regard to the monitoring results received pursuant to paragraph (e) above, require changes to be made to the monitoring regime so as to focus upon times and/or days of the week when odour events are more likely to occur. Such changes will be made by written notice provided to the Minister or his or her representatives. For the avoidance of doubt, no such alteration to the monitoring regime shall increase its duration beyond 12 months, require monitoring to be undertaken at more than five locations on the site, or require a total of more than 50 assessments of each site to be undertaken during the monitoring period.

33. The Minister shall from the date the ARWCF opens log all air quality complaints received. The complaint details shall include:

(a) the date, time, position and nature of the complaint;

(b) location within the corrections facility of the complaint and, unless the complainant elects not to supply those details, their name, phone number and address; and

(c) any remedial actions undertaken. Details of any complaints received shall be provided to the Manager – Licencing & Compliance within seven days of receipt of the complaint(s).

34. If the Council reaches the view that an odour nuisance and/or health effects may be occurring within the site, based on:

(a) the frequency or nature of odour complaints received by the Council (pursuant to condition 33 or otherwise); and/or

(b) monitoring required under conditions 30, 31 and 32, the Manager – Resource Consents will appoint an independent air quality expert to undertake an investigation and make recommendations pursuant to condition 35 below. The independent air quality expert will be chosen by the Manager – Resource Consents, Wiri Oil Services Limited and Department representatives. The costs of such expert will be paid for by the Department.

35. In the event that an independent air quality expert is appointed under Condition 34, he or she shall be instructed to undertake an investigation of the site over a period of not less than two weeks and not more than six weeks to determine whether, in his or her professional view, the installation of the filtration equipment specified in condition 4(b) is justified so as to mitigate or avoid odour nuisance and/or health effects.

36. In the event that the independent air quality expert recommends the installation of filtration equipment under condition 35 above, the Minister shall ensure that the specified filtration equipment is fully installed and operational within three months of the date the recommendation is received by the Minister.

Archaeological or Cultural Artefacts

37. The small triangle of land in the south-western corner of the subject site, which includes remnants of a historic stone wall, stone structures, a midden and the spring, shall be excluded from any earthworks and building development (excluding fencing). This area of land is identified as area "C" on plan '21095', dated 9 October 2003 (as amended by the Heritage Areas Plan prepared by Boffa Miskell, Figure 2, Revision F, dated 25 March 2011).

38. The Minister shall carry out consultation with Ngati Te Ata and Te Akitai (and any other mana whenua group subsequently recognised), for any works that are proposed by the Minister within an area identified as a "Remnant Cultural Landscape Feature" shown on the Heritage Areas Plan, prepared by Boffa Miskell, Figure 2, Revision F, dated 25 March 2011. In this regard, consultation should address the following:

    (a) whether any matters pertaining to tangata whenua protocols need to be addressed;

    (b) whether the works afford appropriate acknowledgement of the status of the Area of Significance to Tangata Whenua;

    (c) whether the works take into account the necessary tangata whenua protocols; and

    (d) whether there is a need for tangata whenua monitors to be appointed to monitor earthworks on any part of the site.

The Minister shall not be in breach of this condition if any tangata whenua group declines to consult.

39. In the event of archaeological features being uncovered (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, gardening soils or koiwi tangata (human skeletal remains), work shall cease within a 10m radius of the discovery and the Manager – Resource Consents, the New Zealand Historic Places Trust Regional Archaeologist and the appropriate iwi authorities shall be contacted within 72 hours so that appropriate action can be taken.

Advice Note

The requirement set out in Condition 39 above includes the appropriate iwi authorities and the New Zealand Historic Places Trust being given a reasonable time to record and recover archaeological features discovered before work may recommence there. Work should not recommence until the New Zealand Historic Places Trust has given approval for work to continue.

Ecological Protection

40. Any works that create the potential for inflows of sediment and nutrients into waterways (e.g. the Puhinui Creek mangrove area) and the Manukau Harbour shall comply with the Auckland Regional Council sediment control guidelines and Council requirements.

Advice Note

At the time the Notice of Requirement for the alteration for the designation for the MCF was lodged, the relevant sediment control guidelines are ARC Technical Publication 90 "Erosion & Sediment Control Guidelines for Land Disturbing Activities in the Auckland Region".

Community Impact Forum (CIF)

41. (a) The Minister shall establish and coordinate a Community Impact Forum (CIF) and appoint an independent chairperson in consultation with the Minister of Maori Affairs and the Council on such terms and conditions as the Minister sees fit;

    (b) The CIF shall include the prison management from both the ARWCF and the MCF, the Community Liaison Officer (CLO) for the Comprehensive Corrections Facilities on the site, the Council, and one representative from those of the Manurewa, Papakura, Mangere-Otahuhu, and Otara-Papatoetoe Local Boards that wish to be involved. The Minister shall also invite, as a minimum, 1 representative from the following parties to join the membership of the CIF:

(i) Mana whenua representatives, being Ngati Te Ata, Te Akitai (and other mana whenua group subsequently recognised) and 1 other tangata whenua representative appointed on the nomination of the Tangata Whenua Committee;

(ii) Local resident and community groups;

(iii) Local business community;

(iv) Department of Corrections including relevant service areas;

(v) Department of Conservation;

(vi) Ministry of Social Development;

(vii) Child Youth and Family Services;

(viii) Management of the Korowai Manaaki Youth Justice Facility;

(ix) Management of the Weymouth Northern Residential Centre;

(x) Housing New Zealand;

(xi) Counties Manukau District Health Board;

(xii) Maori service providers to the Comprehensive Corrections Facilities;

(xiii) Pacific Island service providers to the Comprehensive Corrections Facilities;

(xiv) Te Puni Kōkiri;

(xv) Other social infrastructure and service providers (both government and not for profit) that the CIF agrees as appropriate for example; local NGOs, youth representatives, local schools, and early childhood education centres*/* kindergartens;

(xvi) New Zealand Police (including representatives from Counties Manukau Police District);

(xvii) Wiri Oil Services Limited;

(xviii) New Zealand Transport Agency.

CIF Purpose

42. The purpose of the CIF is as follows:

(a) To provide a forum for community and stakeholder involvement through which any issues of community interest or concern can be raised and responded to in relation to the construction of the MCF and the presence and operation of the ARWCF and the MCF including any Outline Plans of Works prepared by Corrections.

(b) To provide a forum for Corrections to inform the CIF and its members concerning actions taken through its relationships with service providers and government agencies to facilitate the effective provision of social infrastructure, social support and health services to the ARWCF and MCF and to seek the input of the CIF and its members on these matters.

(c) To develop, review, implement and report on a Social Impact Monitoring Plan (SIMP) that will be used by Corrections in conjunction with other agencies with relevant responsibilities to address any adverse social and cultural effects and community based service delivery and rehabilitation needs attributable to the presence and operation of the ARWCF and the MCF.

(d) To receive and consider the findings of the SIMP to allow the relevant agencies on the CIF (including Corrections) to respond as appropriate in accordance with condition 52.

(e) With reference to the SIMP, to identify and promote opportunities to provide mutual benefit for the Comprehensive Corrections Facilities and the local community (for example the provision of local goods and services and employment opportunities) and to support where relevant the achievement of the community outcomes outlined in Tomorrow's Manukau – Manukau Apopo 2006-2016 or other succeeding documents, strategies or frameworks such as Local Board plans.

(f) To provide a forum for the promotion of policy and programme integration and cross-sector collaboration at the local and regional levels, where the effects of the ARWCF and the MCF have relevance to other policy areas;

(g) To consider issues relating to compliance with designation conditions;

(h) To recommend project and scheduling priorities to the Social Impact Fund Allocation Committee established under condition 55 for consideration, scheduling and funding.

CIF Operating Procedures

43. The CIF shall be formed prior to the commencement of the Construction Work on the MCF and no later than 1 February 2012. The CIF shall have its first meeting in February 2012 following appointment of the independent social impact assessment specialist pursuant to condition 48 and circulation of the draft brief for preparation of the SIMP pursuant to condition 51(a). Meetings shall be convened once every 3 months thereafter, unless otherwise sought by the majority of its members.

44. Meetings will be held at times and locations that maximise representation and attendance.

45. The Minister will offer an honorarium to CIF members (including the independent chair appointed pursuant to condition 41(a)) for participants not members of Government Agencies to cover the reasonable expenses in attending meetings. The amount of this honorarium will be at the sole discretion of the Minister. The Minister shall also be responsible for any direct costs of running the meetings.

46. The Minister shall not be in breach of Condition 41 if any one or more of the parties, specified in Condition 41, either do not wish to be members of the CIF or do not attend particular meetings.

47. The CIF shall formulate its Terms of Reference that will include:

(a) Defined roles and responsibilities of its members, to achieve the purposes of the CIF.

(b) A process for reviewing membership and roles of the Minister and other groups and agencies involved in the CIF.

(c) Procedural matters for the running and recording of meetings, including decision making and quorums for meetings.

(d) The establishment of a working group for the purpose of managing the preparation of the SIMP required by Condition 49 and subsequent annual reviews of the SIMP.

Social Impact Monitoring Plan (SIMP)

48. A suitably qualified independent social impact assessment (SIA) specialist (whose appointment shall be agreed by the Council) shall be engaged by 1 January 2012 to prepare a Social Impact Monitoring Plan (SIMP).

49. The Purpose of the SIMP is to provide a framework to identify, assess, monitor, manage, and re-assess the social and cultural effects (positive and negative) of the ARWCF and MCF on the community, and also provide an annual report on compliance with designation conditions.

SIMP Content and Procedure

50. The SIMP will be based on best practice guidelines and procedures for social impact assessment and shall include:

(a) A social impact assessment, which shall be undertaken by the independent SIA specialist, to provide a baseline of potential effects.

(b) Alignment with the community outcomes sought in Tomorrow's Manukau – Manukau Apopo 2006-2016 or other succeeding documents, strategies or frameworks such as Local Board plans.

(c) A set of indicators covering the drivers and outcomes of potential social and cultural effects attributable to the presence and operation of the ARWCF and/or the MCF. This may include:

- Changes in demand associated with the ARWCF and MCF on social infrastructure and social services (such as health, housing, education, police);
- Capacity of the social infrastructure and service providers to respond to increases in demand for social infrastructure and social services associated with the ARWCF and MCF;
- Community views (positive and negative) associated with the ARWCF and the MCF (e.g. concerning matters such as community safety, the future of the community and its children, and community aspirations);-
- Details of any formalised arrangements and agreements between the Minister and other government agencies in relation to providing supporting services or funding for prison-related activities;
- Number of prison staff living in or moving into the local area, their transport requirements and accommodation needs;
- Number of prisoner families living in or moving into the local area, their transport requirements and accommodation needs;
- Number of released prisoners living in or moving into the local area, their transport requirements and accommodation needs;
- Number of visitors, their transport requirements and accommodation needs;
- Changes in local crime statistics, including gang activity;

- Employment and training opportunities within the local community;
- Employment and training opportunities for prisoner rehabilitation purposes;
- Opportunities for training and employment at the Comprehensive Corrections Facility(s);
- Other relevant indicators as identified and agreed to by the CIF from time to time.

(d) An annual report on compliance with designation conditions.

(e) An annual report on the identification, monitoring, evaluation and management of the effects outlined in the SIMP indicators, together with a summary of matters raised with the CIF and how they have been responded to by the CIF and its members.

51. The following procedures shall apply to the preparation of the initial SIMP and to subsequent annual reviews:

(a) A draft brief to the appointed SIA specialist detailing the scope of work for preparing the initial SIMP shall be prepared by the Minister and agreed with the Council prior to the first meeting of the CIF and shall be circulated to the CIF's members prior to the CIF's first meeting.

(b) The contents of the final brief to the independent SIA specialist shall be considered and agreed by a majority of CIF members at the first meeting of the CIF.

(c) The initial SIMP shall be prepared by the independent SIA specialist with the participation and input of the Minister, the Tangata Whenua Committee, CIF and CLO.

(d) The initial SIMP shall be prepared prior to the commencement of Construction Work on the MCF and within 6 months of the approval of the brief to the independent SIA specialist (whichever is the earlier).

(e) The SIMP shall be reviewed by an independent SIA specialist annually thereafter with the participation and input of the Minister, the Tangata Whenua Committee, CIF and CLO.

(f) Both the initial SIMP and subsequent annual reviews will be made publicly available through the Department of Corrections website and by any other suitable means, and shall be forwarded to the Manager – Resource Consents, the Manurewa Local Board and the CIF, and to the Manukau Library and Te Matariki Clendon Library.

Matters Arising from the SIMP

52. Any social and cultural effects attributable to the presence and operation of the ARWCF and/or the MCF (in whole or in part) and identified through the SIMP shall be dealt with by the Minister according to the following process:

(a) The Minister in conjunction with the Tangata Whenua Committee, CIF and the independent social impact assessment specialist will determine where responsibility lies to address any social/cultural effect identified in the SIMP (specifically, whether it is the responsibility of the Minister, other parties**,** or the Minister in combination with other parties to deal with the social/cultural effect identified).

(b) Where there is disagreement between the Minister and the CIF as to:

(i) whether the social and cultural effects are attributable to the ARWCF and/or the MCF (in whole or in part);

(ii) the measures required to be undertaken to avoid, remedy or mitigate those effects; or

(iii) whether it is the Minister's responsibility to address any issue (in whole or in part);

an independent and appropriately qualified and experienced arbitrator, agreeable to the Council and the Minister, shall be promptly engaged at the Minister's cost to determine the cause of the social and cultural effects and the measures to be undertaken to avoid, remedy or mitigate the social/cultural effect identified. The independent arbitrator shall consider the findings of the SIMP, the views of the CIF members including the reasons for disagreement, and shall determine whether the effects are attributable to the ARWCF and/or MCF, and if necessary, appropriate measures required to be undertaken to avoid, remedy or mitigate the effects. The independent arbitrator shall also determine whether any matter is within the Minister's responsibility to address, in the event of any disagreement in that regard. The independent arbitrator shall, as soon as possible, issue his or her decision on the matter. In making the decision, the independent arbitrator shall be entitled to seek such further information and hear from the parties as he or she thinks fit.

(c) The Minister shall take all reasonable steps to ensure that social and cultural effects identified in the SIMP as attributable to the ARWCF and/or the MCF (in whole or in part), or any effects identified in a decision by an independent arbitrator appointed pursuant to condition 52(b) above, and which are within the Minister's responsibility to address (whether in whole or in part), are appropriately avoided, remedied or mitigated as soon as practicable. To the extent that any matter is outside the responsibility of the Minister to address, he or she will request appropriate Ministers, or any other relevant party, to take such measures as are necessary to avoid, remedy or mitigate the adverse effects of those matters.

(d) The Minister shall have available at least $250,000 budgeted each year ("the social impact fund") to ensure that those social and cultural effects identified in Condition 52(c) as being attributable to the ARWCF and/or the MCF within the Minister's responsibility are appropriately avoided, remedied or mitigated.

(e) Any unused portion of the social impact fund made available in any given year pursuant to this condition shall accumulate from year to year to a maximum of $500,000.

(f) The fund and maximum shall be CPI adjusted at 1 July each year.

Tangata Whenua Committee and Māori stakeholder consultation

53. (a) The Minister shall establish a Tangata Whenua Committee for the purpose of consultation and advice regarding any matters of cultural concern that might arise with respect to the operation or programmes of either of the prisons on the site.

(b) Unless otherwise agreed, the Committee shall meet at least 3 monthly and be co-chaired by those representatives acknowledged as being mana whenua. The first meeting of the Committee shall take place no later than 6 months following the confirmation of the alteration to Designation 288 and shall be facilitated by the manager of the ARWCF.

(c) The membership of the Committee shall include 1 representative from each of the following:

(i) Ngati Te Ata;

(ii) Te Akitai Waiohua

(iii) Te Kawerau Iwi Tribal Authority

(iv) Huakina Development Trust

(v) Ngāi Tai Umupuia Te Waka Tōtara Trust ;

(vi) Ngāti Paoa Trust;

(vii) Ngāti Tamaoho Trust;

(viii) Ngāti Whātua o Ōrākei Māori Trust Board;

(ix) Waikato-Tainui Te Kauhanganui Incorporated.

(d) The Committee shall determine its own procedures and may, with the Minister's approval, invite other relevant tangata whenua to appoint representatives in addition to those named in this condition.

(e) The Minister will offer an honorarium to committee members for participants not members of Government Agencies to cover the reasonable expenses in attending meetings. The amount of this honorarium will be at the sole discretion of the Minister. The Minister shall also be responsible for the direct costs of running the meetings.

(f) The Minister shall not be in breach of this condition if any one or more of the parties specified either do not wish to be members or do not attend particular meetings.

54. Prior to the submission of the Outline Plan of Works, the Minister shall ensure that comments are sought from Maori stakeholders groups, including but not limited to those set out below, on the operation of the proposed MCF. The comments will inform the operation of the proposed MCF, particularly as it relates to the rehabilitation and reintegration of Maori prisoners. A report recording these comments will be provided to the Manager – Resource Consents with the Outline Plan of Works. These Maori stakeholder groups may include but are not limited to the following:

(a) Ngati Te Ata;

(b) Te Akitai Waiohua;

(c) Te Kawerau Iwi Tribal Authority;

(d) Hoani Waititi Marae Trust;

(e) Manukau Urban Māori Authority;

(f) Huakina Development Trust;

(g) Māori Women's Welfare League;

(h) National Māori PHO Coalition;

(i) Ngāi Tai Umupuia Te Waka Tōtara Trust;

(j) Ngāti Paoa Trust;

(k) Ngāti Tamaoho Trust;

(l) Ngāti Whātua o Kaipara ki te Tonga (Ltd);

(m) Ngāti Whātua o Ōrākei Māori Trust Board;

(n) Orakei Marae;

(o) Ruapotaka Marae;

(p) Manurewa Marae;

(q) Te Wananga O Aotearoa;

(r) Tumutumu Marae Trustees Committee;

(s) Waikato Raupatu Lands Trust;

(t) Waipareira Trust.

Social Impact Fund Allocation Committee ("SIFAC")

55. The Minister shall establish a Social Impact Fund Allocation Committee whose purpose is to allocate, review and oversee the funds made available by the Minister under condition 52(d) for the purposes recommended to it from the CIF and/or the Tangata Whenua Committee.

(a) The SIFAC shall be chaired by the chairperson appointed to the CIF.

(b) There shall be no more than 7 members of the SIFAC of whom at least 2 shall be appointed by the Minister (one of whom shall be appointed in consultation with the Minister of Maori Affairs), at least 2 shall be appointed by the Council, and up to 2 may be co-opted by the SIFAC following its establishment.

(c) Other than the Chair, no member may also be a member of the CIF unless that is the unanimous resolution of the SIFAC.

(d) The SIFAC shall determine its own proceedings but must report on its activities annually to the Minister and the Manager – Resource Consents. The SIFAC must determine a quorum for the purpose of any significant decision or recommendation.

(e) The Minister shall provide a secretariat to the SIFAC – who may be the Community Liaison Officer.

(f) A member shall be appointed for a term of 3 years and may be reappointed at the end of any such term. A vacancy created by a member retiring or resigning for any reason may be filled in such manner as the SIFAC determines.

(g) The Minister will offer an honorarium to SIFAC members for participants not members of Government agencies to cover the reasonable expenses in attending meetings. The amount of this honorarium will be at the sole discretion of the Minister.

(h) The SIFAC shall cease to exist when the fund created under condition 52(d) ceases and all allocations and reviews have been finalised.

Community Liaison Officer (CLO)

56. The Minister shall appoint an appropriately qualified Community Liaison Officer (CLO) in accordance with the following provisions:

    (a) The CLO shall be appointed in consultation with the Council, and on terms and conditions agreed in consultation with the Council, by 1 December 2011.

    (b) The responsibilities of the CLO shall include:

        (i) providing advice to the CIF on appropriate Terms of Reference prior to its first meeting;

        (ii) ongoing liaison with the independent SIA specialist;

        (iii) proactively engaging with stakeholders and community, including the members of the CIF

        (iv) assistance in the preparation of the SIMP;

        (v) attendance at community meetings and forums as required to engage on issues of relevance to the MCF (including during its construction) and ARWCF; and

        (vi) attendance at CIF, SIFAC and Tangata Whenua Committee meetings where invited.

    (c) The CLO shall be remunerated by Corrections.

Existing ARWCF Community Liaison Group

57. Until such time as the CIF required under Condition 41 is established, the following conditions (58-62) relating to the existing community liaison group for the ARWCF shall apply.

58. The Minister shall establish and co-ordinate a community liaison group which shall comprise a minimum of one representative of each of the following parties:

    (a) the Council;

    (b) Ngati Te Ata and Te Akitai (and any other mana whenua group subsequently recognised);

    (c) Local residential community landowners/community;

    (d) Department of Corrections Management team;

    (e) New Zealand Police;

    (f) Wiri Oil Services Limited.

    The community liaison group will be an ongoing point of contact between Corrections and the community. The group shall be formed within four months of building construction commencing and shall have its first meeting at that time.

59. The Minister shall be responsible for convening the meetings of the community liaison group and shall cover the direct costs of running those meetings and the costs associated with any actions which are agreed to as a result of the meetings.

60. The Minister shall provide an opportunity for the Community Liaison Group to meet at least twice during any 12 month period and also when otherwise sought by the majority of its members.

61. The Minister shall not be in breach of Conditions 58–60 if any one or more of the named groups, specified in Condition 58, either do not wish to be members of the ARWCF Community Liaison Group or do not attend particular meetings.

62. At a minimum, matters to be considered, and recommendations made on, by the Community Liaison Group shall include the following:

    (a) Any strategy to be developed by the Minister to ensure that opportunities are provided to the local community for employment associated with the construction and operation of the ARWCF.

    (b) A notification network and community response guidelines in the event of an escape from the ARWCF facilities, as well as a point of contact of the facilities for members of the community to call if any issues arise.

Emergency Planning

63. An upgraded emergency management plan ("EMP") for the ARWCF and the proposed MCF, incorporating evacuation management, shall be developed in consultation with Wiri Oil Services Limited and New Zealand Transport Agency and be submitted to the Council, for the approval of the Council Civil Defence Controller, in conjunction with the Chief Fire Officer Manukau, and the District Commander Counties-Manukau Police. The EMP shall include 24 hour contact details for the facilities in the event of an emergency.

64. The upgraded EMP shall be prepared in two stages. The first stage shall be the upgraded EMP for the ARWCF and shall be submitted to the Council (Civil Defence Controller) within three (3) months of the alteration to the designation being confirmed. The plan shall be developed to particularly address the potential for a vapour cloud explosion from the Wiri Oil terminal. It will include identification of "safe areas" to which people can be evacuated in the event of such an emergency, which may include areas within or outside of the ARWCF secure perimeter (including if required within the non-secure perimeter area of the MCF).

65. Any safe areas identified in the EMP as being outside of the ARWCF and necessary for the emergency evacuation of women prisoners, shall be identified on the Outline Plan of Works for the MCF and be reserved during both construction and operation of the MCF (provided that, during construction, such areas may be moved within the site, provided sufficient area and safe access from the ARWCF is maintained at all times).

66. The upgraded EMP for the ARWCF shall incorporate the findings of a structural assessment of all existing buildings at ARWCF in relation to the 0.5×10^{-6} risk contour for a vapour cloud explosion for the future growth scenario as modeled in the Sherpa Report[1] from the Wiri Oil terminal. The structural assessment shall be undertaken by a suitably qualified engineer as soon as practicable and shall identify the safe buildings at ARWCF within or to which people can be evacuated in the event of an imminent risk of vapour cloud explosion from the Wiri Oil terminal.

67. The plan will also include procedures by which the total and overnight accommodated population numbers on site are managed, recorded and reported to ensure compliance with the thresholds stated in condition 112.

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1. Quantitative Risk Assessment Report (Stage 1) Wiri Oil Terminal Proposed Men's Prison Development, NZ Department of Corrections, Sherpa Consulting, October 2010

68. The second stage shall be the upgraded EMP for the MCF and shall be submitted to the Council (Civil Defence Controller) prior to the occupation of the MCF.

Wastewater Drainage

69. Adequate provisions shall be made for the disposal of wastewater. This shall involve the extension of the existing public systems from an adequate system to and within the site to provide each building with individual connection points and provision for the upstream catchment(s) in accordance with the Engineering Performance Standards of the District Plan. Engineering plans shall be submitted to Watercare Services and shall be certified as approved prior to the commencement of Construction Work on site.

Water Supply

70. Adequate provision shall be made for the supply of water. This shall include the extension of the existing public system to provide buildings with connection points and provision for surrounding district in accordance with Council's Engineering Performance Standards of the District Plan. Engineering plans shall be submitted to Watercare Services and shall be certified as approved prior to the commencement of Construction Work on site.

Water Quality Pond Management

71. The Minister shall provide Manager – Resource Consents with a copy of the Stormwater Quality Pond Management Operation and Maintenance Plan (that shall include but not be limited to the following):

    (a) Outfall structure maintenance of Pond No's 3 and 5.

    (b) Post-storm event maintenance procedure.

    (c) The frequency of regular maintenance and inspections.

    (d) General inspection checklists for all aspects of the stormwater management systems.

72. The Minister shall provide Manager – Resource Consents with a copy of the as-built plans (that shall include but not be limited to the following):

    (a) as-built plans of the stormwater management system shall be submitted to the Manager – Resource Consents within thirty days (30) after completion of the stormwater management system;

    (b) the surveyed locations and elevations of all stormwater structures, which shall be measured to the nearest 0.1 metre with co-ordinates expressed in terms of the New Zealand Mapping Grid and DOSLI datum;

    (c) stormwater management device details including locations, dimensions, volumes, flood levels, sections, treatment efficiencies, inlet, discharge rates and outlet structures'

    (d) elevations of all inflow and outflow structures;

    (e) all flowpath dimensions including emergency flowpaths and the relationship to the Annual Exceedence Probability; and

    (f) documentation of any discrepancies between the approved plans and the 'as-built' plans.

Land Modification

73. All land modification works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there shall be no 'dust' or 'soil erosion/siltation', which in the opinion of the Manager – Resource Consents, is objectionable, offensive or has the potential to create an adverse effect on the receiving environment.

74. If considered necessary by the Manager – Resource Consents, control measures consisting of an all-weather construction entrance will be installed. Such control measures will consist of a stabilised pad of aggregate on a filter cloth base at the construction site entrance/exit to ensure that any vehicles leaving the site do not deposit soil and other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Minister of Correction's expense. Any major movement of excavated material from the site may require the installation of a wheel wash for trucks at the construction site entrance.

75. The Minister shall ensure that the land within the site and the land on adjoining properties shall remain stable at all times with respect to the approved on-site excavation works.

76. Adequate provision shall be made during the earthworks construction for the protection and/ or relocation of all existing public drains within the site. Any damage to public drains that may occur during the development shall be the Minister's responsibility.

Network Utility Services

77. Power and telephone services shall be installed underground to provide service connections to the correctional facility and shall be located entirely within the boundaries of the site.

Maximum Prisoner Accommodation

78. Prisoner accommodation within the MCF shall be limited to that required for the management of 1060 prisoners.

79. Prisoner accommodation within the ARWCF shall be limited to that required for the management of 480 prisoners. This condition is subject to conditions 112 and 113.

In addition to the other conditions above, the following conditions (80 – 107 and 115 – 121 and 123 - 124) shall only apply to the MCF.

Security Level at the MCF

80. There shall be no maximum security prisoner accommodation at the MCF.

Development Controls

81. Building heights shall not exceed the RL height limits in the separate areas shown on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011):

    (a) Area 1: RL 24.5 metres or four storeys, whichever is the lower.

    (b) Area 2: RL 19.5 metres.

(RL above DOSLI datum 1946).

Exemptions from this condition are as follows:

(i) Area 1:

- Sloping roofs (limited to either gable or hip) and rooftop projections, including lift rooms and plant not exceeding 3 metres above the height limit in condition 81(a) above.

- Lighting, security and communication devices, including poles for lighting and surveillance equipment not exceeding 6 metres above the height limits in condition 81(a) above.

(ii) Area 2:

- Sloping roofs (limited to either gable or hip) and rooftop projections, including lift rooms and plant not exceeding 2 metres above the height limits in condition 81(b) above.

- Lighting, security and communication devices, including poles for lighting and surveillance equipment not exceeding 2 metres above the height limits in condition 81(b) above.

82. The external face of the secure perimeter wall or fence shall not exceed the following height limits:

(a) an overall height of 6.263 metres above finished ground level; and

(b) 4.8 metres above finished ground level for the main mesh and/or solid concrete components of the wall or fence

provided that the maximum overall height of the wall or fence shall not exceed RL 27.5 metres in Area 1 and RL 21.5 metres in Area 2 as shown on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011). The exterior face of the secure perimeter shall be no closer than 13.5 metres to the external boundaries of the site.

For the purposes of this condition 'finished ground level' shall be measured at the exterior side of the secure perimeter wall or fence. [AM165]

83. Site coverage shall be no greater than 32% of Area 1 and 20% of Area 2 as shown on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011):

For the purposes of this condition the area used to calculate 'site coverage' means that portion of Areas 1 and 2 shown on the Development Plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011) covered by buildings. Included in the term "buildings" for the purpose of this definition are accessory buildings, and those parts of the site covered by overhanging buildings, but not fences or walls, eaves, pergolas, slatted open decks, or similar structures of a substantially open nature.

84. The Gross Floor Area ("GFA") for all buildings within Areas 1 and 2, as shown on the development plan (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011), shall not exceed a total of 75,000m^2.

For the purposes of this condition 'GFA' means the following:

GFA is the sum of the gross area of the several floors of all buildings on a site, measured from the exterior faces of the exterior walls, or from the centre lines of walls separating two buildings or, in the absence of walls, from the exterior edge of the floor.

Except as otherwise provided, where floor to floor vertical distance exceeds 6m, the GFA of the building or part of the building so affected shall be taken as the volume of that space in cubic metres divided by 3.6.

In particular, GFA includes:

(a) basement space except as specifically excluded by this definition;

(b) elevator shafts, stairwells and lobbies at each floor unless specifically excluded by this definition;

(c) interior roof space providing headroom of 2.4m or more whether or not a floor has been laid;

(d) floor spaces in interior balconies and mezzanines;

(e) floor space in terraces (open or roofed), external balconies, breezeways, porches if more than 50% of the perimeter of these spaces is enclosed, except that a parapet not higher than 1.2m or a railing not less than 50% open and not higher than 1.4m shall not constitute an enclosure;

(f) all other floor space not specifically excluded.

The GFA of a building shall not include:

- uncovered steps;
- interior roof space having less than 2.4m headroom;
- floor space in terraces (open or roofed), external balconies, breezeways or porches. (A "breezeway" is a roofed outdoor area). Provided that not more than 50% of the perimeter of these spaces is enclosed and provided that a parapet not higher than 1.2m or a railing not less than 50% open and not higher than 1.4m, shall not constitute an enclosure;
- Pedestrian circulation space;
- space for stairs, escalators and elevators servicing a floor or that part of a floor used only for carparking or loading;
- required off-street parking and/or loading spaces;
- carparking in basement space (including manoeuvring areas, access aisles and access ramps).
- Non-habitable floor space in approved structures.

85. The sum total of all buildings within the MCF secure facilities area identified on the Development Plan for the MCF (Figure 1, Revision B, prepared by Boffa Miskell, dated 12 May 2011) shall be designed to accommodate the requirement for the management of a maximum of 1060 prisoners.

Traffic

86. (a) The principal operational access to the MCF (being the access for staff, service providers and visitors) shall be from either Hautu Drive or Kiwi Tamaki Road.

(b) Except as provided for by Condition 87 below, should Hautu Drive be the road that services the principal operational access for the MCF, the following mitigation works shall be undertaken by the Minister or their nominee prior to the occupation of the MCF, and operational limits maintained during its operation:

(i) Works on the Hautu Drive/Roscommon Road intersection as follows:

- Increase the right-turn bay out of Hautu Drive to a minimum length of 50 metres; and
- Increase the right-turn bay on Roscommon Road into Hautu Drive to a minimum length of 100 metres.

(ii) Other operational controls as follows:

- Public visiting hours shall not start or finish during the periods 6.30am - 9.30am or between 4.00pm and 6.30pm on weekdays.
- Custodial shift change-overs shall not occur within the period between 6.30am – 9.30am and 4.00pm – 6.30pm.

(c) Except as provided for by Condition 87 below, should Kiwi Tamaki Road be the road that services the principal operational access for the MCF then the following mitigation works shall be undertaken by the Minister or their nominee prior to the occupation of the MCF, and operational limits maintained during its operation:

(i) Works on the Kiwi Tamaki Road /Roscommon Road/Bolderwood Place intersection as follows:

- signalisation of the Kiwi Tamaki Road /Roscommon Road/ Bolderwood Place intersection;
- increase the right turn bay on Roscommon Road into Kiwi Tamaki to a minimum length of 100 metres; and
- provide a right turn bay out of Kiwi Tamaki Road to a minimum length of 50 metres.

(ii) Other operational controls as follows:

- Public visiting hours shall not start or finish during the periods 6.30am - 9.30am or between 4.00pm and 6.30pm on weekdays.
- Custodial shift change-overs shall not occur within the period between 6.30am – 9.30am and 4.00pm – 6.30pm

87. A traffic impact assessment ("TIA") of the potential traffic effects of the MCF operation on the Hautu Drive/Roscommon Road or Kiwi Tamaki Road/Roscommon Road intersection shall be undertaken by a qualified traffic engineer and submitted to the Council with the Outline Plan of Works. The TIA shall include consultation with the New Zealand Transport Agency and Auckland Transport. The assessment shall model the traffic effects of the MCF on the intersection, taking into account the operational characteristics of the prison, including staff numbers, shift patterns, and visitor hours to determine whether the mitigation works and/or operational controls imposed by Condition 86 are required. In the event that the TIA determines the intersection performance can be maintained to a level of service acceptable to the Council and Auckland Transport, without some or all of the mitigation works or operational limits set out in Condition 86, then only such mitigation works or operational controls as are

necessary to maintain a level of service acceptable to the Council and Auckland Transport are required.

88. A TIA of the potential construction traffic effects of the MCF on the Hautu Drive/Roscommon Road, Kiwi Tamaki Road/ Roscommon Road/ Bolderwood Place and/or McLaughlins Road (Vogler Drive)/Roscommon Road intersection shall be undertaken (whichever is used for construction traffic) by a qualified traffic engineer and submitted to the Council with the Outline Plan of Works. The TIA shall include consultation with the New Zealand Transport Agency and Auckland Transport, and shall determine the traffic effects of the construction of the MCF on the intersection(s), taking into account the construction duration, methodology, earthwork requirements and construction traffic access. In the event that the TIA determines the intersection performance cannot be maintained to a level of service acceptable to the Council and Auckland Transport, then such temporary works as are necessary shall be undertaken and maintained for the duration of construction to ensure an appropriate level of service.

Post operation monitoring condition

89. (a) A traffic assessment survey of the actual traffic effects of the operation of the MCF on either Hautu Drive/Roscommon Road or the Kiwi Tamaki Road/Roscommon Road/ Bolderwood Place intersection (depending on which one is used as the principal operational access) shall be undertaken by an independent and qualified traffic engineer on an annual basis commencing one year after the occupation of the MCF until such time as the MCF is fully occupied, or five years have elapsed since the initial occupation of the MCF, whichever occurs first.

(b) The traffic assessment survey shall be submitted to Manager – Resource Consents and Auckland Transport for review within 2 months of a survey under the above condition.

(c) The assessment should consider weekday and weekend peak trip generation, intersection Level of Service and queuing at the relevant intersection resulting from the operation of the MCF.

(d) In the event that the traffic assessment survey determines either that:

(i) the observed queuing into or out of the principal operational access exceeds the queue storage for these movements; or

(ii) the traffic assessment survey determines that the existing level of service for the Roscommon Road through movements at the relevant intersection is “C” (Ausroad standards) or better (excluding traffic attributable to the men’s prison) at the time of the survey, and as a result of traffic attributable to the men’s prison the level of service for Roscommon Road through movements at the intersection are below the accepted limit of level of service “C” (Ausroad standards). then additional mitigation works within the legal road will be required to produce a level of service “C” (Ausroads standards) on Roscommon Road through the intersection.

(e) Where the traffic assessment survey determines that the existing Level of Service for the Roscommon Road through movements at the intersection (excluding traffic attributable to the MCF) is below Level of Service “C” at the time of survey (i.e. either Level of Service “D” or “E”), then additional mitigation works within the legal road will only be required to maintain the existing Level of Service on Roscommon Road through the intersection.

(f) Any additional mitigation works required by this condition shall be detailed in a mitigation plan which accompanies the traffic assessment survey referred to in this condition. The mitigation plan shall be provided to Manager – Resource Consents and Auckland Transport for approval together with the traffic assessment survey. The approved additional mitigation works shall be undertaken by the Minister or their nominee within 12 months of the approval by Manager – Resource Consents and Auckland Transport of the mitigation plan.

90. Any of the mitigation works required under Conditions 7 and 86-89 shall be undertaken by the Minister or their nominee at their cost.

Travel Demand Management

91. The Minister or their nominee shall submit a framework Travel Demand Management Plan ("TDMP") with the Outline Plan of Works for the MCF, for the purposes of encouraging increased use of public transport and active modes (such as walking and cycling) and ride share schemes as a means of travel to the site. The TDMP plan shall be prepared to the satisfaction of the authorised representative of Auckland Transport and shall address, but not be restricted to the following:

(a) working with Auckland Transport to promote the aims outline above;

(b) promotion of safe and sustainable travel for all users of the prison facility;

(c) monitoring, review and amendment as appropriate of the facilities for active modes, public transport and ride share schemes; and

(d) how active

(e) modes, public transport and ride share will be encouraged and promoted.

The effectiveness of the TDMP shall be reviewed annually by the Minister or their nominee. The results of the review, including any new measures to encourage increased use of public transport and active modes, shall be reported within 2 months of the review to Auckland Transport.

Parking and Cycle Facilities

92. The parking required for the MCF under condition 7 shall include the allocation of at least 20 parking spaces for multi-occupancy vehicles and be located as close as practicable to the staff entrance. The use of these parking spaces shall be monitored, reviewed and supply adjusted as part of the Travel Demand Management Plan. Provision shall also be made for at least 10 covered and secured cycle stands for staff and 5 cycles stands for visitors, and a minimum of 2 (if not already provided) showers/changing rooms within the staff facilities.

Kiwi Tamaki Road

93. All reasonable steps shall be undertaken by the Minister to secure appropriate access arrangements to and from the MCF over the adjoining property to Kiwi Tamaki Road. In the event that such access is secured it shall serve as the principal access for the MCF and Hautu Drive shall only be used for emergency purposes, but Hautu Drive will continue to be the principal access to the ARWCF. In the event, however, that access from Kiwi Tamaki Drive cannot be secured, Hautu Drive will be the principal access for the MCF.

Lighting

94. All external lighting shall be designed by an appropriately qualified illumination engineer to comply with Australian Standard AS4282, and the final external lighting design plan shall be submitted to the Manager – Resource Consents for approval prior to the commencement of Construction Work in relation to the MCF.

Noise

95. The noise levels from activities within the MCF measured at the following receiving locations shall not exceed:

Receiving Location	Average Maximum Level dBL_{Aeq}		Maximum dBL_{Amax}
	Mon - Sun 7am - 10pm	At all other times	
At the boundary of any residential zone, at the boundary of Child Youth and Family Services' Korowai Manaaki Youth Justice Residence and at the inner security area of the ARWCF	50	40	65

96. External facades to all sleeping areas in the MCF shall be designed to achieve an indoor noise level of LAeq 35dB with external doors and windows closed. The design shall be based on a level of LAeq 70dB measured at any point on the boundary of the MCF site based on the source of noise being at 60m inside the neighbouring sites. The spectrum of the noise on the boundary shall be that prescribed in the table below. The design shall take into account the typical reverberation time of the receiving rooms.

63Hz	125Hz	250Hz	500Hz	1000Hz	2000Hz	4000Hz	dBa
79dB	72dB	71dB	66dB	64dB	64dB	59dB	70dB

These spaces shall also be provided with alternative ventilation in accordance with or better than the requirements of the New Zealand Building Code to the satisfaction of the Manager – Resource Consents.

97. Noise levels shall be measured and assessed in accordance with the requirements of New Zealand Standard NZS 6801:2008 “Acoustics - Measurement of Environmental Sound” and New Zealand Standard NZS 6802:2008 “Acoustics - Environmental Noise”.

98. Construction noise shall not exceed the limits specified in and shall be measured in accordance with New Zealand Standard NZS 6803:1999 “Acoustics – Construction Noise”

99. Construction vibration shall not exceed the limits specified in Table 3 of the German standard DIN 4150-3:1999 “Structural Vibration – Effects of Vibration on Structures” and shall be measured in accordance with these standards.

100. A Construction Noise and Vibration Management Plan showing how construction activities will comply with New Zealand Standard NZS 6803:1999 "Acoustics – Construction Noise" and German Standard DIN 4150-3:1999 "Structural Vibration – Effects of Vibration on Structures" shall be prepared and submitted for the approval of the Manager – Resource Consents prior to the commencement of Construction Work in relation to the MCF

Screening

101. Buildings shall be designed to ensure that there are no direct views between prisoner accommodation and the Children Youth and Family Korowai Manaaki Residential Facility at 24 Kiwi Tamaki Road (Pt Lot 1 DP 177225).

102. Buildings shall be designed and/or visual barriers used to ensure that prisoners within the ARWCF are not visible to prisoners within the MCF, and to ensure that prisoners within the MCF are not visible to prisoners within the ARWCF.

Contamination

103. Prior to the commencement of Construction Work on the MCF site, a Contaminated Land Management Plan ("CLMP") shall be prepared by a suitably experienced person and submitted to the Manager – Resource Consents for approval. The CLMP shall make reference to the site investigations undertaken, and provide procedures and methods for the management (i.e. treatment and/or removal) of any contaminated soils or water on the site, during and post construction.

Community Safety Management Plan (CSMP)

104. Prior to occupation of the MCF, the Minister shall provide to the Council a Community Safety Management Plan ("CSMP") that includes the following matters:

(a) Response to a prison escape:
The CSMP shall set out procedures to be followed in the event of an escape and a notification procedure for neighbours and the surrounding community.

(b) Visitor management
The CSMP shall set out procedures to be followed to manage visitors' behaviour on site. This shall specify practices such as visits by appointment only and subject to approval from the site manager, requirements for identification to be presented, police checks and spot checks of visitors' cars for drugs and other contraband.

Visitor ablution facilities shall be provided on-site.

Name, signage and visibility

105. The name of the MCF must not draw any association with any local feature or place name.

106. All signage relating to the prison shall be located within the MCF site and kept to a practicable minimum size and number

107. Where practicable, marked prison vehicles shall not use residential streets.Quantitative Risk Assessment and Mitigation

Quantitative Risk Assessment and Mitigation

108. The Minister shall meet, at least annually, with Wiri Oil Services Limited to discuss any relevant compliance issues arising, information exchange or revisions that may be required to the deed between the Department of Corrections and Wiri Oil Services Limited dated 7 March 2011. That deed addresses the management and mitigation of any effects arising from the potential risk of vapour cloud explosion on the prison site or reverse sensitivity effects on WOSL arising from AWRCF activities, including the requirement for further risk assessment should either party be contemplating any material change to the factors modelled in the Sherpa Report referred to in condition [66]. The results of this consultation shall be reported to the Manager – Resource Consents as soon as practicable.

109. The Minister shall facilitate the installation at the Wiri Oil Services Ltd Terminal of an early warning detection system as soon as practicable and no later than 31 December 2013, in accordance with the agreement set out in the deed between the Department of Corrections and Wiri Oil Services Limited (WOSL) dated 7 March 2011. The system will provide for the detection of overfill or other loss of containment events at the WOSL site and reduction in the amount of flammable vapour released. A report by a suitably qualified expert setting out the outcomes of an investigation into options for an early warning detection system and a recommendation as to the preferred option shall be provided by the Minister to the Manager – Resource Consents within 6 months of the confirmation of the alteration to the designation

110. Within 3 months following installation of the early warning detection system or, in the event that no such system is completed or installed, by 31 December 2013, the Minister shall provide a Quantitative Risk Assessment (QRA) to WOSL and the Manager – Resource Consents. The Minister, Council and WOSL shall jointly engage a suitably qualified expert to prepare that QRA. The QRA shall confirm:

    (a) Whether the level of risk at the AWRCF is now within the "negligible" band as calculated by means of the Australian NSW Department of Planning (DoP) Hazard Industry Planning Advisory Paper (HIPAP) No 4 Risk Criteria for Land Use Safety Planning[1] ("HIPAP 4 criteria") or such equivalent criteria as agreed between the Minister, WOSL and the Council;

    (b) In addition to the installation of an early warning detection system at the Wiri Oil terminal whether any other mitigation or management measures are required at the ARWCF (or otherwise on the Designation 288 site), to ensure the level of risk at the ARWCF site posed by the Wiri Oil terminal achieves the *lowest* reasonably practicable ALARP, or such equivalent risk assessment criteria as agreed between the Minister, WOSL and the Council. These mitigation or management measures shall include, but are not limited to:

        (i) buffer areas where night time population is avoided;

        (ii) decommissioning of existing buildings at ARWCF whose purpose is to accommodate night time population where this is now considered inappropriate;

        (iii) structural works that may be required for buildings;

        (iv) additional detection or early warning systems; and

        (v) any other recommended measures.

111. The Minister shall implement on the Designation 288 site as soon as practicable on completion of the QRA, any other mitigation or management measures pertaining to that site

1. Hazard Industry Planning Advisory Paper (HIPAP) No 4, Risk Criteria for Land Use Safety Planning, NSW Department of Planning, Consultation Draft , July 2008 [shown as reference number 2 in the decision document]

that are recommended by the QRA conducted under condition 110(b), including structural upgrades, to ensure the lowest practicable risk is met, to the satisfaction of Council .

112. A further QRA shall be undertaken by a suitably qualified expert (engaged jointly between the Minister, Council and WOSL) and shall be provided to the Council and WOSL by the Minister where the population within the existing ARWCF (as at 1 May 2011) exceeds any of the following triggers:

(a) A total daytime population (all buildings) of 580 (including prisoners, staff, service providers and visitors) within the Indicative Extent of ARWCF Secure Facilities on the Quantitative Risk Assessment and Mitigation Plan (Figure 3, Revision B, prepared by Boffa Miskell, dated 17 May 2011);

(b) Introduction of any overnight population (including prisoners and staff) within existing buildings 1-3 identified on the Quantitative Risk Assessment and Mitigation Plan (Figure 3, Revision B, prepared by Boffa Miskell, dated 17 May 2011);

(c) An increase in any overnight population (including prisoners and staff) in existing buildings 4-13 or otherwise within the Indicative Extent of ARWCF Secure Facilities on the Quantitative Risk Assessment and Mitigation Plan (Figure 3, Revision B, prepared by Boffa Miskell, dated 17 May 2011) above 466; or

(d) Any relocation within existing buildings of overnight population closer to the WOSL boundary above the overnight population shown on the Quantitative Risk Assessment and Mitigation Plan (Figure 3, Revision B, prepared by Boffa Miskell, dated 17 May 2011).

113. A further QRA shall also be undertaken by a suitably qualified expert (engaged jointly between the Minister, Council and WOSL) and shall be provided to the Council and WOSL by the Minister prior to the lodgement of an Outline Plan of Works for any new building on the Designation 288 site within the Future WOSL Growth Scenario Risk Contour identified on the Quantitative Risk Assessment and Mitigation Plan (Figure 3, Revision B, prepared by Boffa Miskell, dated 17 May 2011)

114. The QRA required under conditions 112 and 113 shall assess the level of risk for development or activity that exceeds any of these triggers based on the HIPAP 4 criteria, or such equivalent risk assessment criteria as agreed between the Minister, WOSL and the Council. If the risk can be mitigated to meet the individual and societal risk assessment criteria, the appropriate mitigation measures must be put in place by the Minister prior to the occupation of the buildings in the manner set out in condition 110. If the level of risk cannot be adequately mitigated to meet the appropriate risk assessment criteria, the proposed development or activity shall not proceed.

Advice Note:

For clarity, where a QRA is required under conditions [109]-[114], the assessment shall evaluate both the existing and future growth scenarios outlined in the Deed identified in condition [108]. A copy of the Deed is available for inspection at Council offices.

Construction Management Plan

115. A Construction Management Plan ("CMP") shall be submitted to the Manager – Resource Consents prior to the commencement of Construction Work on the MCF. The CMP shall include specific details relating to the construction and management of all works associated with the MCF, including

(a) A Construction Lighting Management Plan to control glare and spill light from temporary lighting during the construction period;

(b) A Construction Noise and Vibration Management Plan to demonstrate how compliance will be achieved with conditions 98, 99 and 100;

(c) The Construction Traffic Impact Assessment required to be submitted with the Outline Plan of Works in accordance with condition 88;

(d) The methods to ensure compliance with Land Modification conditions 73-76; and

(e) The following information:

(i) Details of the Community Liaison Officer appointed by Corrections under condition 56), including their contact details (phone, facsimile, postal address, email address);

(ii) Details of the site or project manager, including their contact details (phone, facsimile, postal address, email address);

(iii) The location of large notice boards that clearly identify the name, telephone number and address for service of the site or project manager;

(iv) An outline construction programme of the works;

(v) Any means to ensure that no damage occurs to street trees through the construction period;

(vi) The means to ensure the protection of services such as pipes and water mains within the road reserve;

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

(viii) Location of workers offices and conveniences (e.g. portaloos);

(ix) Procedures for ensuring that occupiers in the immediate vicinity of construction areas are given prior notice of the commencement of Construction Work and are informed about the expected duration of the works;

(x) Means of ensuring the safety of the general public during construction;

(xi) Means of ensuring compliance of construction activities with Civil Aviation Rules Part 77 Objects and Activities Affecting Navigable Airspace.

Prison Operations

116. For so long as the MCF on the site is used to accommodate sentenced prisoners, the Minister shall operate a rehabilitation and reintegration programme at the site that incorporates a fundamental aim of reducing reoffending by prisoners as a component of the MCF operation.

117. The Minister shall incorporate a prisoner education programme (which may be part of its rehabilitation programme) as a component of the MCF operation.

118. The Minister shall give due regard to providing employment or contracting opportunities to suitably qualified Counties-Manukau area individuals and businesses as part of the construction and operation of the MCF.

119. The Minister shall provide a standard of primary on-site healthcare to prisoners at the MCF that is reasonably equivalent to the standard of primary healthcare available to the public.

120. The Minister shall monitor the MCF visitor carpark security, and will take all reasonable steps to avoid any loitering by prisoner visitors or associates in and around the carpark

121. The Minister shall ensure that any graffiti appearing within the MCF site will be removed in a timely manner.

122. The Minister will ensure that communication protocols are established between the operators of ARWCF and the MCF to ensure that any changes to operations at either prison that could potentially impact on the other prison must be considered by both parties to enable potential adverse impacts to be addressed.

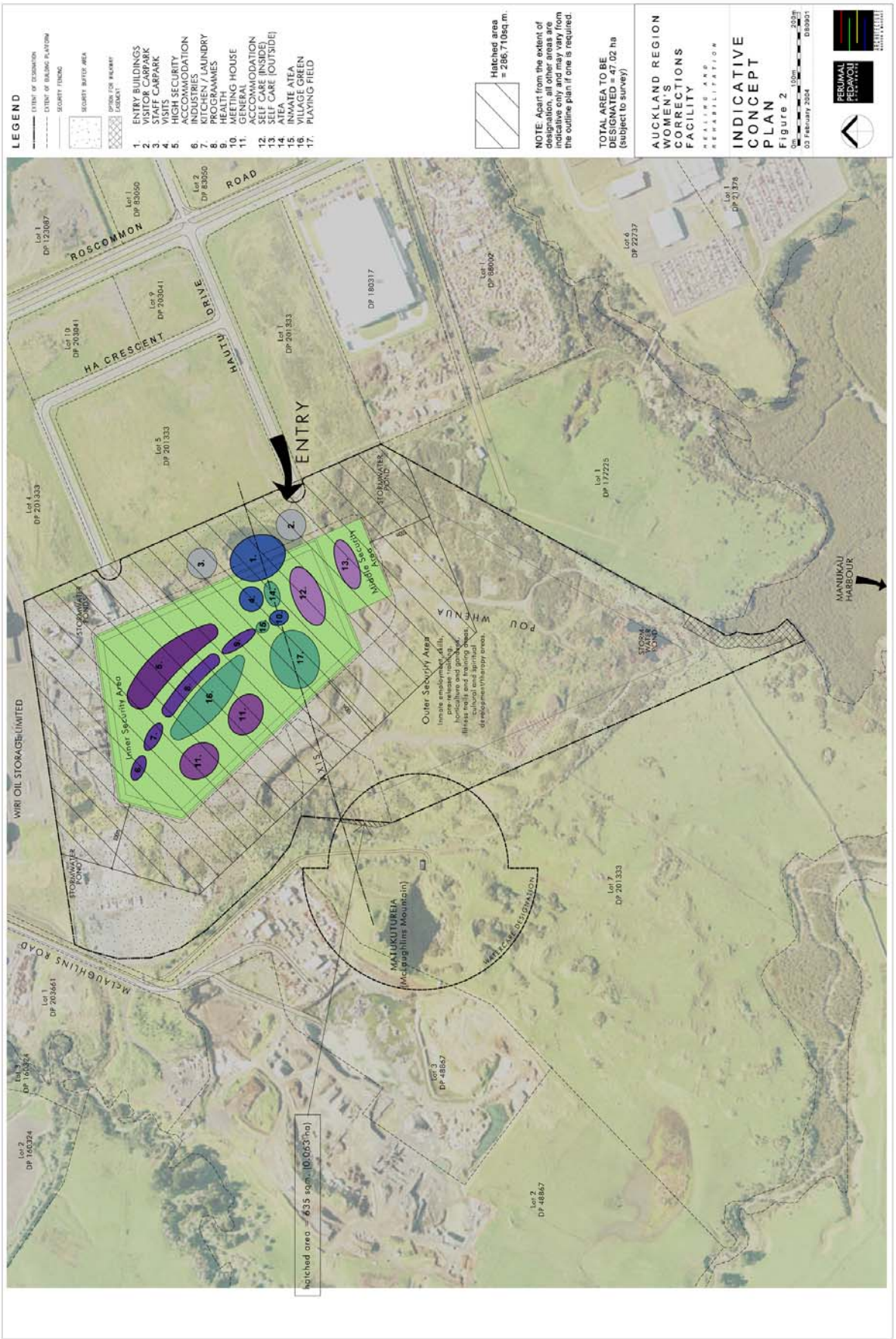
123. The Kaitiaki plan with Ngati Te Ata dated 1 March 2011 must be attached to any operating contract for the MCF.

Reserve Contribution

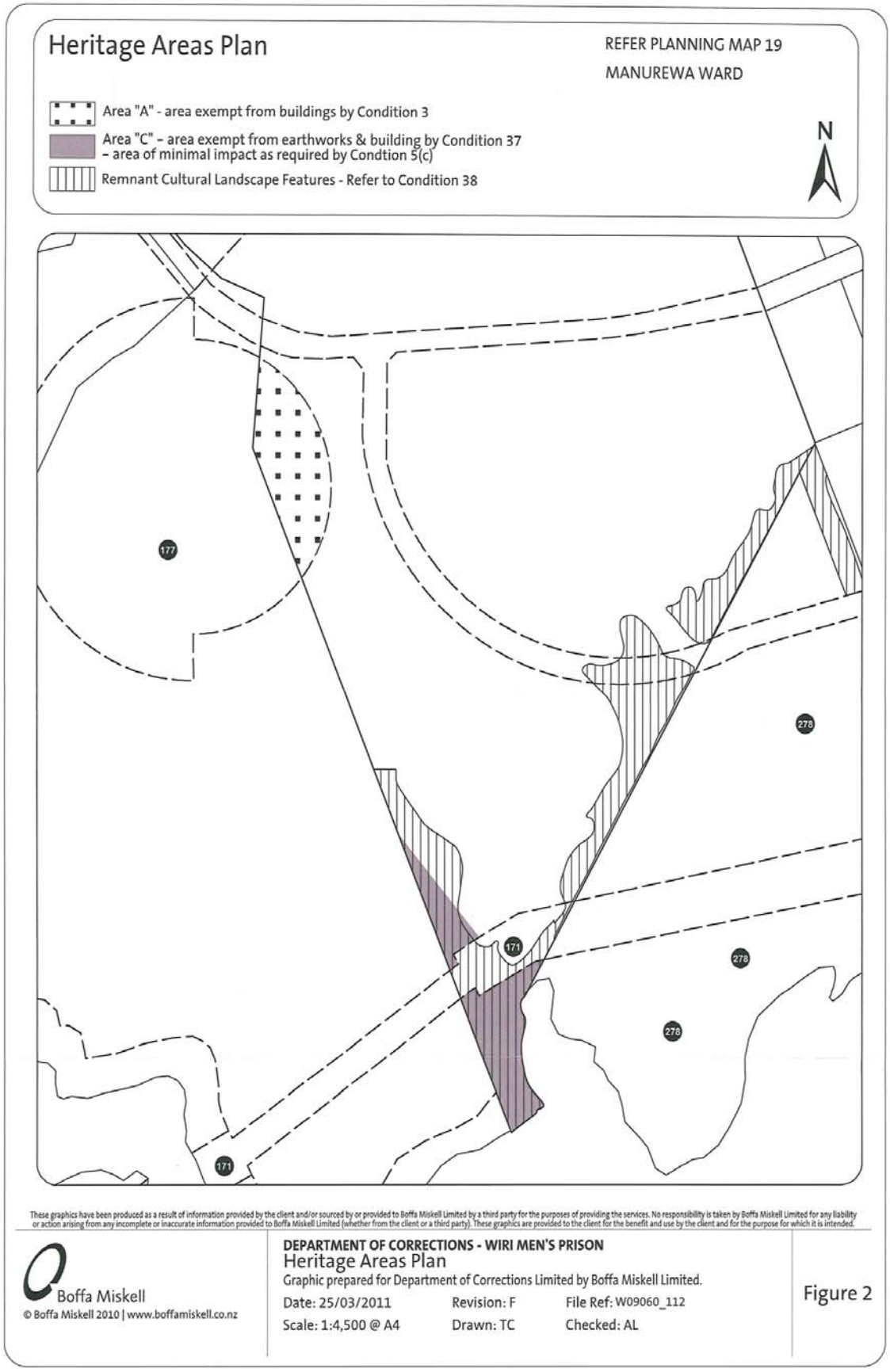
124. The Minister shall pay a reserve contribution in respect of the development of the MCF, which shall be calculated at a rate of 0.5% of the assessed value of the development and pro-rated for the FTE staffing complement as a fraction of the total expected maximum on-site population. For the avoidance of doubt, no reserve contribution shall be made that includes a calculation of the prisoner population. The reserve contribution shall be paid prior to release of any building consent for the MCF development.

Advice Note:

Indicatively only, and based on the projections given at the hearing, this would equate to a reserve contribution of $736,000, from an estimated capital cost of $368 million and total expected population of 1770 (1060 prisoners + 710 staff).


LEGEND
EXTENT OF DESIGNATION
EXTENT OF BUILDING PLATFORM
SECURITY FENCING
SECURITY BUFFER AREA
OPTION FOR ENTRY/EXIT
1. ENTRY BUILDINGS
2. VISITOR CARPARK
3. STAFF CARPARK
4. VISITS
5. HIGH SECURITY ACCOMMODATION
6. INDUSTRIES
7. KITCHEN / LAUNDRY
8. PROGRAMMES
9. HEALTH
10. MEETING HOUSE
11. GENERAL ACCOMMODATION
12. SELF CARE (INSIDE)
13. SELF CARE (OUTSIDE)
14. ATEA
15. INMATE ATEA
16. VILLAGE GREEN
17. PLAYING FIELD
Hatched area = 286.7106sq m.
NOTE: Apart from the extent of designation, all other areas are indicative only and may vary from the outline plan if one is required.
TOTAL AREA TO BE DESIGNATED = 47.02 ha (subject to survey)
AUCKLAND REGION WOMEN'S CORRECTIONS FACILITY
INDICATIVE CONCEPT PLAN
Figure 2
03 February 2004
ROSCOMMON ROAD
HA CRESCENT
HAULTY DRIVE
ENTRY
Inner Security Area
Outer Security Area
Inmate employment skills, pre-release and home-based activities
Maintenance Building
STORMWATER POND
WIRI OIL STORAGE LIMITED
POU WHENUA
MANUKAU HARBOUR
MATUKUTUREIA (McLaughlins Mountain)
McLAUGHLINS ROAD
WAHI TAPU DESIGNATION
A.L.S.
hatched area = 635 sqm. (0.0635ha)

Legend
BOUNDARY OF EXISTING DESIGNATION 288
EXTENT OF PROPOSED ALTERATION TO EXISTING DESIGNATION 288
INDICATIVE EXTENT OF MCF SECURE FACILITIES (REFER CONDITIONS 1(e) AND 8(5)
INDICATIVE EXTENT OF MCF NON-SECURE FACILITIES (INCLUDING CARPARK) (REFER CONDITIONS 1(f))
AREA 1 (REFER CONDITIONS 8:1, 8:2, 8:3 AND 8:4)
AREA 2 (REFER CONDITIONS 8:1, 8:2, 8:3 AND 8:4)
INDICATIVE EXTENT OF ARWCF SECURE FACILITIES (REFER CONDITIONS 1(d))
N
0
150m
Scale: 1:5,000 @ A3
Data Sources:
Aerials - Google Earth (March 28 2009)
Cadastral - QuickMapp
Projection: NZTM
Figure 1
ARWCF AND MEN'S PRISON AT WIRI
Development Plan
Date: 12 May 2011
Revision: B
Graphic prepared for the Department of Corrections by Boffa Miskell Ltd.
Author: tim.chaplin@boffamiskell.co.nz
Checked: P Hall
Boffa Miskell
www.boffamiskell.co.nz
Roscommon Road
Ha Crescent
Hauiti Drive
Ha Crescent
Kirk Tawa Road
PUHINUI CREEK
McLaughlins Road
MATUKUTUREIA
(McLaughlin's Mountain)
W09069_131_Development_Plan.dgn


Heritage Areas Plan
REFER PLANNING MAP 19
MANUREWA WARD
Area "A" - area exempt from buildings by Condition 3
Area "C" – area exempt from earthworks & building by Condition 37 – area of minimal impact as required by Condtion 5(c)
Remnant Cultural Landscape Features - Refer to Condition 38
N
177
278
171
278
278
171
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DEPARTMENT OF CORRECTIONS - WIRI MEN'S PRISON
Heritage Areas Plan
Graphic prepared for Department of Corrections Limited by Boffa Miskell Limited.
Date: 25/03/2011 Revision: F File Ref: W09060_112
Scale: 1:4,500 @ A4 Drawn: TC Checked: AL
Figure 2

No.	Land Use	Population Number Day (prisoners, staff & visitors incl.)	Over-Night (prisoners & staff incl.)
1	CIE Grounds and Workshops	16	0
2	CIE Workshops	25	0
3	CIE Kitchen	15	0
4	PS Gym for prisoners	0	0
5	PS Spiritual space	10	0
6	PS Library	12	0
7	PS Programmes	15	0
8	High Security Unit	96	91
9	Remand Unit	96	91
10	Assessment Unit	30	29
11	Low Security One	118	117
12	Staff base and interview rooms	9	1
13	O Wing for Low Security unit	20	20
	Max numbers (as per condition 112)	580	466

A11000_162_Quantitative_Risk_ Assessment_Plan.dgn

SCHEDULE 5A33: CONDITIONS ON DESIGNATION 289 CLENDON TEEN PARENTING UNIT AND ANCILLARY CHILDCARE

1. That the siting layout design and appearance of the 'Clendon Teen Parenting Unit and Ancillary Childcare Facility' shall be in general accordance with the plans which accompanied the Notice of Requirement when lodged with the Council (contained within Appendix 2) and plans prepared by Lifestyle Architectural Services Ltd. Sites Plan (1), Floor Plans (2, 4), and Elevations (3, 5) numbered P26717 by Council.

2. That the Clendon Teen Parenting Unit and Ancillary Childcare Facility shall provide educational and associated child care facilities for up to 30 students ad 30 children at any one time.

3. A Security Management Plan for the 'Clendon Teen Parenting Unit and Ancillary Childcare Facility' shall be formulated and implemented in consultation with the Weymouth Intermediate School Trust Board.

4. Practical and physical access to the rear of Weymouth Intermediate School over the Teen Parenting Unit site shall be permanently maintained for the purpose of transporting re-locatable classrooms onto or off the School campus, and for emergency access for emergency vehicles.

5. Activities (other than construction) on the site shall be so conducted as to ensure that noise from the site shall not exceed the following noise limits at any point within the boundary of any neighbouring residential site:

   Monday to Sunday (inclusive)

   7am–10pm L_{10} 55dBA

   10pm–7am L_{10} 45dBA10pm–7am L_{max} 75dBA

   Noise (other than construction noise) shall be measured and assessed in accordance with the requirements of the New Zealand Standards NZS6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

   Construction noise shall comply with the limits set out in NZS 6803:1999 "Acoustics — Construction Noise". The method of measurement and assessment shall be in accordance with that Standard.

6. The site shall be landscaped in accordance with the following requirements:

   (i) Specimen trees of size PB95 native species (Pohutukawa, Titoki, Rimu, Karaka or Kauri for example) shall be planted at 10.0m intervals within the 6.0m yard area along the entire eastern boundary of the site including the access to Palmers Road within three (3) months of the completion of construction and prior to the occupation of the new buildings.

   (ii) All specimen trees shall be watered, mulched and maintained in a healthy condition in perpetuity to the satisfaction of the Manager — Resource Consents and Compliance. .

7. The lighting on site shall be sufficient for operational and security purposes and shall be designed in accordance with the Operative District plan requirements (Rule 5.18.2) to prevent the intrusion of direct light into neighbouring properties.

8. The new vehicle crossing shall have a maximum width of 5.0m at the footpath and shall be constructed in accordance with R9 (refer updated May 2002) of Council's 'Manual of Engineering Quality Standards'.

9. vicinity of the discovery and the New Zealand Historic Places Trust and appropriate iwi authorities shall be contacted so that the appropriate action can be taken. This includes such persons being given reasonable time to record and recover archaeological features discovered before work may recommence.

SCHEDULE 5A34:CONDITIONS ON DESIGNATION 291 ROAD UPGRADING AND WIDENING

[AM64]

1. The scope and extent of the works envisaged within the designations shall be generally in accordance with the requirement and the plans submitted with the Notice of Requirements (identified as Council reference Notices of Requirement 2, 3 and 4 on Planning Map 56, Notices of Requirement 1 and 2 on Planning Map 57, Notice of Requirement 1 on Map 58, Notices of Requirement 5 and 6 on Planning Map 62, Notice of Requirement 7 on Planning Map 64, Notices of Requirement 4 and 5 on Planning Map 63, Notice of Requirement 4 on Planning Map 64 and subject to any modification required to comply with the conditions set out below.

2. The provisions of the Notices of Requirement shall be inserted into the Manukau City Operative District Plan to reflect the nature and extent of the requirements.

3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works

4. At all times, reasonable access shall be maintained from the roading network to private properties not directly affected by the construction and operation works.

5. During and following the construction period, safety barriers and security fencing shall be provided to ensure neighbouring site safety and security fencing to a standard at least as currently provided on the property boundary.

Outline Plans

6. Manukau City Council shall not waive its requirement for an Outline Plan.

7. Prior to the commencement of the physical works, Manukau City Council as requiring authority shall prepare and submit to Manukau City Council as consent authority an Outline Plan of Works pursuant to section 176A of the Resource Management Act 1991,

8. The Outline Plan(s) required by condition 7 shall include:

   (a) A record of consultation regarding the design of access to and egress from the directly affected property owners along the corridor within each Notice of Requirement.

   (b) The means by which stormwater shall be managed in accordance with Auckland Regional Council publications TP 10 and TP 90.

   (c) The manner in which any landscape mitigation planting is located and implemented in accordance with the landscape principles contained in Proposed Plan Change Number 8 — Whitford Rural and Manukau Operative District Plan 2002.

Archaeological and Heritage Mitigation Conditions

9. That in the event of koiwi (skeletal remains) or archaeological evidence being uncovered work shall immediately cease in the vicinity of the discovery and the New Zealand Historic Places Trust archaeologist shall be contacted so that the appropriate action can be taken before work may recommence there. The relevant iwi representatives will also be contacted.

10. Detailed protocols for the management of any archaeological and waahi tapu discoveries shall be specifically discussed with tangata whenua prior to construction and submitted to Manager Resource Consents for information.

11. The owners and occupiers of the properties affected by the designation and the relevant iwi representatives shall be notified of construction commencing and shall be kept informed of the project developments

12. Any recorded archaeological site shall be screened by a fence at least 1.0 metre in height. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

Property Access Mitigation Conditions

13. Prior to the commencement of construction of the roading link and the widening of the existing roads the Manager Resource Consents is to be provided with plans showing details of how access is to be provided to properties directly affected by the road widening and construction of the link.

14. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".

15. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property."

16. All reinstatement within the road reserve is to be carried out in accordance with the current version of Council's "Code of Practice for Working in the Road".

17. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times. In this regard:

    (a) The required retaining walls and/or any temporary stabilising works required shall be constructed in a timely manner under engineering design and supervision.

    (b) A geotechnical certification is to be submitted to the Manager Resource Consents to confirm the suitability of the completed works.

18. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

19. All earthworks on the site are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

20. Any surplus excavated soil is to be taken to an approved fill site and disposed of in accordance with the relevant District Plan requirements.

21. Exposed cut and fill batters/slopes and other bare land resulting from the works shall be revegetated as soon as practicable and in a progressive manner as works are finished over various areas of the project.

22. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics — Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of

NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

23. During construction, the generation of dust is to be managed in such as way it does not create a nuisance beyond the boundary of the works. A nuisance will be deemed to have occurred if:

    (a) There is visible evidence of suspended solids/particulate mater in the air beyond the site boundary; and/or

    (b) There is visible evidence of deposited particulate matter traceable from a dust source, settling on the ground, building or structure on an adjoining site or waterbody.

24. The hours of work shall be restricted to between 7.30am and 6.00pm, Monday to Saturday inclusive, with any variation subject to approval of the Council. Sunday and Public Holiday work is generally not permitted, any works on these days are also to be agreed by specific approval of the Manager Resource Consents.

25. The final engineering design is to incorporate water quality measures to adequately treat the road runoff.

26. In accordance with Section 184(1)(c) of the Resource Management Act 1991, the designation will lapse on the expiry of thirty years after the date on which it is included in the District Plan unless:

    (a) It is given effect to before the end of that period

    (b) The territorial authority determines, on an application made within three months before the expiry of that period, that substantial progress of effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period to give effect to the designation.

27. Management Plans and Outline Plans: General

    (a) Prior to the commencement of the works, any relevant Management Plans required under conditions to this designation shall be submitted to the Manager Resource Consents.

    (b) Any Management or Outline Plans 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 interrelated activities.

    (c) If Council and the Manager Resource Consents 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 the Plan pursuant to section 176A(2)(c) of the Resource Management Act of the requirement for an Outline Plan under section 176A.

    (d) If Council and the Manager Resource Consents do not agree on the terms of such Plan or Plans, the relevant provisions of section 176A of the Resource Management Act shall apply in respect of any part not agreed.

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

28. Additional conditions to be imposed on Notice of Requirement 2 (Whitford Bypass)

    (a) A mitigation plan shall be prepared in consultation with the Whitford Play Centre to address the relocation of the building and associated facilities. The mitigation plan shall include the location of the playcentre building, playground equipment, landscape

planting, parking provision. The plan shall include indicative timeframes to enable landscape planting to be established ahead of the relocation of any buildings and shall also address overall timeframes ahead of the commencement of construction.

(b) A Redevelopment plan shall be prepared for the Whitford War Memorial Reserve in consultation with the community and Manukau City Councils Parks Department to address the impact of the proposed road alignment on the reserve. The redevelopment plan shall address (but not be limited to) the following matters: Loss of facilities, relocation of the tennis courts, screen planting, relocation of the public play ground, protection of the War Memorial Gates, utilisation of the additional land purchased adjacent to the existing reserve, the mitigation plan prepared in accordance with condition a) above for the relocation of the Whitford Playcentre.

(c) A mitigation plan shall be prepared in consultation with the Whitford Pony Club to this Notice of Requirement to address the potential impacts of the designation on the land owned by the Club including any noise mitigation, provision for direct access from the adjacent roundabout, mitigation landscape planting where appropriate and the potential use of excess fill to re-contour appropriate areas of the Pony Club land.

(d) The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include the recommended noise mitigation measures detailed in the report entitled "Proposed Whitford Bypass — Assessment of Noise Effects" prepared by Hegley Acoustic Consultants and dated 24 February 2005.

29. Additional conditions to be imposed on Notices of Requirement 3 and 4

(a) The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include design measures to ensure the roundabout at the intersection of Trig Road, Whitford Maraetai Road and Clifton Road is appropriately located and suitable for the access and egress of quarry and landfill vehicles.

(b) The Outline Plan of Works submitted under general condition 7 of this Notice of Requirement shall include design measures to ensure that stormwater runoff from the completed road surface is managed to ensure that any existing stormwater and groundwater monitoring undertaken by the landfill operator is not compromised.

(c) The Outline Plan of Works shall also address the protection of Landfill monitoring Site 6 adjacent to Henson Road and the protection of all other boreholes servicing the landfill site.

(d) The Outline Plan of Works shall also address the protection and or replacement of the existing landfill screen planting. Should any of the existing screen planting be required to be removed or adversely affected by the works, it shall be replaced as soon as practicable. Replacement planting shall be undertaken in close consultation with the Landfill operator to ensure it is consistent with the ongoing planting programme undertaken by them. The planting shall be of a high quality and large specimen trees shall be used in order to replicate the size of the vegetation removed. The planting shall be maintained at no expense to the Landfill operator for not less than two years after planting, and any trees that die within that period shall be replaced, at no expense to the Landfill.

(e) A record of consultation undertaken with the owners and operators of the Whitford Quarry and Landfill on issues outline within Clauses (a) to (d) above shall be submitted in conjunction with the relevant sections of the outline plan of works.

SCHEDULE 5A35:CONDITIONS ON DESIGNATION 292 — JEFFS ROAD SCHOOL(S) FOR YEAR LEVELS 1-10 AND EARLY CHILDCARE CENTRE

[AM69]

Conditions

Duration of Designation

1. Pursuant to section 184(1)(c) this designation shall lapse on the expiry of 10 years after the date on which the designation is included in the Manukau Operative District Plan 2002 unless:

   (a) the designation is given effect to before the end of that period; or

   (b) the territorial authority determines that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made; or

   (c) the designation lapses earlier by virtue of the Manukau Operative District Plan 2002 ceasing to be operative.

Obtaining All Approvals

2. That prior to the start of physical works, the Minister of Education (or their agents) shall obtain all requisite resource consents or authorities required under the Resource Management Act 1991 and the Historic Places Act 1993.

Native Bush

3. Upon submission to the Council of the first Outline Plan of Works for the school development the Minister of Education shall vest in the Council for either public open space and/or stormwater management purposes, at a minimum, land as indicated on the plan REM EDU D 109.1 dated 19 June 2007. Compensation for the land acquired will be provided by the Council at a value agreed between the Council and the Minister of Education.

Information Submitted at Outline Plan of Works Stage

4. That an Outline Plan of Works in accordance with Section 176A of the Resource Management Act 1991 shall be submitted to Council prior to works commencing on the site. This plan shall show the height, shape and bulk of the buildings, the location of the buildings on the site, the likely finished contour of the site, vehicle access, parking and circulation, and landscaping provisions and any other matters to avoid, remedy, or mitigate any adverse effects on the environment including:

   (i) Measures to reduce the visual impact of the proposed buildings in relation to any residential properties.

   (ii) The first Outline Plan addressing buildings shall include an overall site landscaping plan which will identify trees to be removed and retained and general areas where landscaping may occur in the future. For any proposed landscaping along the site boundaries, the species, number and size at planting of any trees or shrubs are to be included.

(iii) The use of practicable options to reduce the effect of noise on neighbouring properties, e.g. site layout, building construction and design, acoustic fences.

(iv) Measures to maintain the privacy of adjoining residential properties.

(v) Measures to reduce the impact of glare from headlights, security lighting or floodlighting from outdoor sports facilities.

5. That a Stage 1 — Preliminary Site Investigation report be completed and submitted to the Manager - Environment Health of the Council in conjunction with the Outline Plan of Works required in Condition (4) above. This Preliminary Site Investigation should be in accordance with the Ministry for the Environment's document "Contaminated Land Management Guidelines No. 1 — Reporting on Contaminated Sites in New Zealand (November 2003)".

6. That accompanying the Outline Plan of Works required in Condition (4) above shall be submitted a detailed Traffic Impact Assessment which assesses the effects of and provides recommendations for appropriate methods for managing traffic on roads adjacent to the school and in particular parking, pedestrian flows, and cyclists.

Consultation on Transportation Provisions

7. That prior to the preparation of the first Outline Plan of Works the Minister's transportation representatives shall consult with the Council regarding the design of vehicle, cycle, and pedestrian traffic provision for the school(s) and childcare centre.

School Travel Management Plan

8. That the School Board prepare and maintain, to the satisfaction of the Council, a School Travel Management Plan. The Plan shall be implemented within the first term of the operation of the school activity on the site, monitored over time, and reviewed as necessary to remain effective. The Plan shall have as an objective the safe transportation of pupils between homes and the school by means other than the private motor vehicle. The plan shall ensure the availability of walking school buses, covered storage for cycles, and encourage the use of alternatives to travel of students to the site by use of a private motor vehicle

9. That cycle storage identified in the School Travel Management Plan in condition (8) above be provided in accordance with AUSTROADS Guide to Traffic Engineering Practice Part 14 (Bicycles) at a ratio of 1 per 5 pupils over year 4.

Road Construction

10. That prior to the opening of the school the Minister of Education shall:

(a) Either:

(i) upgrade the southern half of Jeffs Road to Collector Road Standard as required under Rule 9.9.2.11 and Appendix 2 to Chapter 9 of the Manukau Operative District Plan 2002 for the full Jeffs Road frontage of the site; or

(ii) pay as a financial contribution the cost of this upgrading based on the Council approved engineering drawings for this work, or actual costs, should the road be upgraded by others.

(b) Vest 0.54m for road widening on the full length of the Jeffs Road frontage of the site at no cost to the Council. In the event a wider carriageway is agreed with the Council as

necessary at Outline Plan of Works stage such further road widening shall be vested along the frontage on Jeffs Road at no cost to the Council.

(c) Either:

(i) Pay as a financial contribution 50% of the cost of construction of a Collector Road across the full frontage of the eastern site boundary as identified in Variation 13 to the Manukau Operative District Plan 2002, based on Council approved engineering drawings for this work or actual costs for this construction; or

(ii) Construct to Collector Road Standard as required under Rule 9.9.2.11 and Appendix 2 to Chapter 9 of the Manukau Operative District Plan 2002 (in the event that this road is not constructed by others by this time) a road with a 7.8 metre carriageway and with one berm on the western side in accordance with that required for a Collector Road. Council will meet the additional costs beyond the requirements of Rule 9.9.2.11 (i.e. 2.4 metres of additional carriageway width on the eastern side of this road).

Council's contribution and the scope of the additional works shall be agreed between the Minister and the Council's Manager Transportation based on approved engineering drawings, prior to or as part of the submission of Outline Plan of Works for the school development.

(d) Vest 10.6m as road on the full length of the eastern boundary of the site at no cost to the Council. In the event a carriageway wider than 10.8 metres is agreed with Council as necessary at Outline Plan of Works stage such additional road widening shall be vested along the full length of the eastern (or other relevant) boundary of the site at no cost to the Council.

(e) Meet 25% of the full Council approved costs (including land Acquisition) associated with the construction of a roundabout at the intersection of Jeffs Road and the proposed north-south collector road. These costs, along with the identification of any land within the subject site which the Council may wish to purchase for the construction and operation of the round-about, shall be confirmed by the Manager — Transportation within 2 months of the Minister seeking the confirmation of these costs and land requirements.

Noise

11. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted, that the noise level (L10) does not exceed the limits set out below, when measured at or within the boundary of any adjacent site zoned residential.

(a) Where the background level (L_{95}) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY/TIME	NOISE LEVEL (L_{10}) DBA
Mon–Sat, 7.00am–6.00pm (0700–1800)	45
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and Public Holidays, 7.00am–10.00pm (0700–2200)	40
At all other times	35

Lmax = 65 dBA

(b) Where the background level (L_{95}) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700–1800):

DAY / TIME	NOISE LEVEL (L_{10}) DBA
Mon–Sat, 7.00am–6.00pm (0700–1800)	50
Mon–Sat, 6.00pm–10.00pm (1800–2200) Sunday and Public Holidays, 7.00am–10.00pm (0700–2200)	45
At all other times	40

Lmax = 70 dBA

(c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

12. The requiring authority shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating that the above performance standards will be met.

13. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.

Buildings

14.

(a) No building shall be located closer than 6 metres from any boundary, without the consent of the affected adjacent neighbour;

(b) All buildings shall comply with the height in relation to boundary controls for the underlying zone of the school.

(c) Any building closer than 20 metres from any boundary shall not exceed 8 metres in height, without the consent of the affected adjacent neighbour.

Design of Access to Road Network

15. Vehicle Crossing Design

(a) Any new vehicle crossing shall intersect with the carriageway at an angle of between 45o and 90o and cross the property boundary at an angle of between 75o and 105o.

(b) Any new vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MIN WIDTH OF CROSSING	MAX WIDTH OF CROSSING
one-way	3.0 metres	6.0 metres
two-way	3.0 metres	9.0 metres

16. Gradients

The grade of any new vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

17. Prohibited Areas

No new vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the Manukau Operative District Plan.

18. Separation of Driveways

The following minimum separation distances shall apply to any new vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the school's side of the property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

19. Swept Paths

All new vehicle crossings within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline.

20. Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

21. Impact on Street Furniture, Street Trees and Traffic Signs

No new vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign or street furniture without the consent of Council first being obtained.

Parking and Vehicle Circulation

22. Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause the number of parking spaces to be provided in relation to the use of any new building on the site within the description of the designation shall be calculated on the basis of 2 carparking spaces per new classroom. There shall be a suitable drop-off area (which may be an existing drop-off area) to serve the new classrooms.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the Manukau District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any new building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

23. Diminution of Land Available

The total parking area that is made available in respect of a new or redeveloped building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by any other activity, but a private garage may be erected.

24. Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

25. Provision of Loading Space

Any activity within the designation which generates delivery trips by heavy vehicles shall make adequate provision on the site for a loading space.

Design of Parking and Circulation Areas

26. Vehicle Dimensions

Each new parking space to be provided shall be in accordance with the dimensions specified in Figure 8.5 of the Manukau Operative District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the Manukau Operative District Plan.

27. Reverse Manoeuvring

All new parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the Manukau Operative District Plan.

28. Design and Construction Details

All new public and private parking areas shall comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that

site, be formed, sealed and permanently marked out or laid out in accordance an approved Outline Plan to the Council's satisfaction.

(b) The new parking spaces shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the new parking areas shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate new access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 — Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 meters for any other angled or parallel parking space) or to exist any parking aisle in the event that the parking spaces within the aisle are occupied.

Engineering Plans Submitted at Outline Plan of Works Stage

29. At Outline Plan of Works stage engineering plans shall be provided to the satisfaction of the Manager — Resource Consents & Compliance covering the following issues:

(a) the extension of the existing public systems to and within the site to provide each building/lot with individual connection points and provision for the upstream catchment(s) in accordance with the Council's development and performance standards and engineering performance standards of the Manukau Operative District Plan 2002. This includes:

(i) The disposal of stormwater. This shall include any works necessary to dispose of stormwater from the southern part of the site to the proposed stormwater treatment pond south of the site.

(ii) The disposal of wastewater to the public wastewater drainage system.

(iii) The provision of a connection to the public water supply.

(iv) The provision of underground reticulation to provide the site with adequate telephone and electricity services.

(b) The construction of vehicular and pedestrian access to Jeffs Road, and the proposed north-south collector road.

(c) Earthworks (including silt control measures) required to develop the site for the proposed use. This includes the provision of a Geotechnical report.

(d) The upgrading of Jeffs Road and formation of the north-south collector road (where undertaken by the Ministry of Education) including the vesting of land for road widening.

30. The engineering plans provided at Outline Plan of Works stage shall comply with the requirements of Manukau City Council Engineering Quality Standards and the Council's

development and performance standards and engineering performance standards of the Manukau Operative District Plan 2002.

Financial Contributions

31. That prior to the opening of the school the Minister of Education shall make financial contributions where required by the Council for:

    (a) Water Supply reticulation to provide for the site and provision for the downstream catchment(s) in accordance with the Council's development and performance standards and engineering performance standards of the Manukau Operative District Plan 2002.

    (b) Wastewater reticulation to the site and provision for the upstream catchment(s) in accordance with the Council's development and performance standards and engineering performance standards of the Manukau Operative District Plan 2002.

    (c) Stormwater disposal and treatment for the site and provision for the upstream catchment(s) in accordance with the Council's development and performance standards and engineering performance standards of the Manukau Operative District Plan 2002.

    (d) Any other works undertaken or to be undertaken by Council that are required to service the subject site including improvements to the wider roading network.

    The financial contributions will be levied at the rate that applies at the time of Outline Plan of Works submission to the Council.

Landscaping

32. That a landscaped area, with minimum width of 5 metres be provided between the road boundary and any drop off area. This area shall be landscaped with trees and shrubs and maintained as identified in the landscaping plan submitted with the Outline Plan of Works for the school development.

SCHEDULE 5A36:CONDITIONS ON DESIGNATION 182 AND 182A — SOUTH WESTERN MOTORWAY (STATE HIGHWAY 20) IN RELATION TO THE MANUKAU HARBOUR CROSSING

[AM71]

General Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority, being Transit New Zealand (Transit), the Notice of Requirement (as updated 28 August 2006) and supporting documents, as follows:

   (a) 'SH20 Manukau Harbour Crossing Project — Volume 1 Assessment of Environmental Effects and Attachments', prepared for Transit New Zealand by Opus Consultants Ltd, dated 19 May 2006 and annotated September 2006;

   (b) 'SH20 Manukau Harbour Crossing Project — Volume 2 Technical Appendices', prepared for Transit New Zealand by Opus Consultants Ltd, dated 19 May 2006 and annotated September 2006;

   (c) 'SH20 Manukau Harbour Crossing Project — Volume 3 Scheme Plans and Drawings', prepared for Transit New Zealand by Opus Consultants Ltd, dated 19 May 2006 and annotated September 2006;

   and other information provided to the Manukau City Council in response to requests for further information under Section 92 of the Resource Management Act 1991 (the Act) and at the hearing.

2. As soon as practicable, following completion of construction of the SH20 Manukau Harbour Crossing Project (the Project), the Requiring Authority shall give notice to the Manukau City Council in accordance with Section 182 of the Act for removal of those parts of the designation which are not required for the long term operation, maintenance and mitigation of effects of the State highway.

   Note that Condition 2 is specific to land no longer required for construction purposes once the Project is completed.

3. A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be reasonably available for on-going consultation on all matters of concern to affected persons arising from the Project.

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

Outline Plans of Works and Management Plans

5. Prior to the commencement of works, the Requiring Authority shall submit to the Manukau City Council the relevant Management Plans required under Conditions 10, 17, 22, 26, 29, 42 and 52 below. The Management Plans shall be submitted to the Manukau City Council as soon as reasonably practicable, allowing sufficient time for review by the Manukau City Council and discussion with the Requiring Authority.

6. 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 interrelated activities.

7. If the Manukau City 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 Act of the requirement for an Outline Plan of Works under section 176A. If the Manukau City 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.

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

9. Prior to lodging any outline plan of works or part of such a plan that contains details of measures that may affect public transport, Transit shall consult about the design details with relevant public transport operators, the Auckland Regional Transport Authority, the Manukau City Council and the Auckland City Council. Any such plan shall include a report on this consultation and measures that have been taken to meet any concerns raised.

Construction

10. At least 20 working days prior to the commencement of works on the Project or the relevant stage of the Project, the Requiring Authority shall prepare and submit to the Manukau City Council, a Construction Management Plan (CMP). The purpose of the CMP is to set out the management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities.

11. The CMP shall be prepared in consultation with the Manukau City Council and shall include specific details relating to demolition, construction and management of all works associated with the Project, including:

    (a) Details of the site or project manager and the construction liaison person identified in condition 3, including their contact details (phone, facsimile, postal address, email address);

    (b) The location of large notice boards that clearly identify Transit and the project name, together with the name, telephone number, email address and address for service of the site or project manager and the construction liaison person;

    (c) An outline construction programme of the works indicating in particular likely time periods for road closures and anticipated traffic diversion effects;

    (d) The hours of work, which should reflect the need to ensure that residents enjoy reasonable freedom from noisy or intrusive construction activity in their neighbourhood at nights, on Sundays and during public holidays;

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

    (f) Location of workers offices and conveniences (eg portaloos);

    (g) Procedures for controlling sediment run-off, dust and the removal of soil, debris and demolition and construction materials from public roads or places. Dust mitigation measures should include use of water sprays to control dust nuisance on dry or windy days;

(h) Methods to stabilise ingress and egress points to construction sites, to the standard required by ARC Technical Publication 90 (March 1999);

(i) Procedures for ensuring that residents in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration of the works, potentially through the construction liaison person;

(j) Procedures to be followed to ensure that those working in the vicinity of identified heritage features are aware of the heritage values of these features and the steps which need to be taken to meet the conditions applying to work on the site;

(k) Means of ensuring the safety of the general public;

(l) Procedures for the construction liaison person to receive and respond to complaints about construction activities, including dust and odour from the works,

(m) Methods of mitigating the local and network wide effects of construction of individual elements of the Project, including measures to ensure that parking of staff vehicles on surrounding residential streets and Coronation Road is restricted

(n) The layout of the construction yard at Waterfront Road Reserve, including associated buildings, fencing and site access, which shall, as far as practicable, incorporate the following:

(i) Retention of the existing public parking area along Coronation Road (which shall not be used for the parking of machinery and vehicles, including workers' vehicles, associated with the project);

(ii) The main vehicle access across the construction yard to be located as far as practicable from residential dwellings on Waterfront Road and be accessed from Coronation Road;

(iii) Construction of temporary boundary / security fences to be undertaken in a manner which minimises impact on existing trees located along Waterfront Road and maintains a grass berm along the road edge;

(iv) Noisy construction activities to be located as far as practicable, and preferably no less than 100m, from residential dwellings;

(v) Acoustic fences required to achieve compliance with NZS6803:1999 Acoustics — Construction Noise to be located as close as practicable to the noise sources or otherwise in the most effective positions;

(vi) Temporary buildings greater than 8 metres in height to be located in a position which minimises visual impact on residential dwellings on Waterfront Road; and

(o) All temporary boundary/security fences shall be maintained in good order, with any graffiti removed as soon as possible.

12. A record of any complaints received in relation to the construction activities and the responses made shall be provided on a three monthly basis by the 10th day of the following month to the Council.

13. The CMP shall be implemented and maintained throughout the entire construction period.

14. Any commercial earthmoving equipment or similar shall be stored or parked within the boundaries of the designation at all times, and shall not be stored or parked along Coronation Road and Waterfront Road.

15. All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation.

16. Temporary protection shall be installed to prevent vehicles damaging drains, footpaths, berms, kerbs, vehicle crossings and the roads during the site preparation and construction phase of development. Any damage to the drains, footpaths, berms, kerbs, vehicle crossings and the road attributable to any vehicle associated with construction activities shall be repaired to the same or similar standard as existed prior to such damage at no cost to the Manukau City Council.

Construction Noise and Vibration

17. The CMP shall include a Construction Noise Management Plan (CNMP) and a Construction Vibration Management Plan (CVMP) for the Project or relevant Project stage, prepared by a suitably qualified expert.

18. The CNMP and the CVMP shall be implemented and maintained throughout the entire demolition and construction periods.

19. The CNMP shall include specific details relating to the control of noise associated with all Project works. It shall as far as practicable be formulated to achieve compliance with the requirements of the NZS6803:1999 Acoustics — Construction Noise. The CNMP shall refer to noise management measures set out in Annexure E of NZS6803:1999, and shall, as a minimum, address the following aspects:

    (a) Demolition and construction sequence;

    (b) Noise sources, including machinery and equipment to be used;

    (c) Hours of operation, including times and days when noisy construction work would occur;

    (d) Predicted construction noise levels;

    (e) The specification of noise mitigation measures;

    (f) Development of alternative strategies where compliance with NZS6803:1999 cannot be achieved, including consultation with residents and other occupiers to achieve acceptable outcomes, and

    (g) Methods for monitoring and reporting on construction noise.

20. As far as practicable, permanent acoustic barriers that are required by the Noise Management Plan (Condition 30(a) of these conditions) shall be erected prior to road construction, provided each barrier is required at that time to meet the requirements of the CNMP (Condition 19(e) of these conditions).

21. The CVMP shall include specific details relating to the control of vibration associated with all Project works. It shall as far as practicable be formulated to achieve compliance with the vibration standards of the German Standard DIN 4150, and shall address the following aspects:

    (a) Vibration monitoring measures.

(b) Existing vibration levels;

(c) Possible mitigation measures;

(d) Complaint response;

(e) Reporting procedures;

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

(g) Where appropriate vibration testing of construction processes (e.g. piling) to confirm that the vibration limits will not be exceeded;

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

(i) Operational times;

(j) Preparation of dilapidation reports on critical dwellings prior to, during and after completion of works.

Construction Traffic

22. The CMP shall include a Traffic Management Plan (TMP), for the Project or the relevant Project stage, which shall be prepared by a suitably qualified person. In developing the TMP the Requiring Authority shall:

(a) use advanced traffic modelling tools to better understand the effects of construction of the Project on the affected road network. These tools will be developed and calibrated in conjunction with the Manukau City Council and have the ability to simulate lane restrictions and road closures, and

(b) as far as practicable, undertake measures to avoid road closures and also the restriction of vehicle and pedestrian movements.

23. The TMP shall describe the measures that will be undertaken to address, as far as practicable, the following:

(a) Methods of avoiding, remedying or mitigating the local and network wide effects of construction of the Project. In particular, the TMP shall describe:

(i) Traffic management measures to address and maintain, where practicable traffic capacity, including bus services, at traffic peak hours during weekdays and weekends in Mahunga Drive, Rimu Road and Coronation Road.

(ii) Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;

(iii) Methods to avoid, remedy or mitigate the local and network wide effects of the construction of individual elements of the project (e.g. intersections/overbridge) and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction;

(iv) Methods to manage the effects of the delivery of construction material, plant and machinery (including cranes and oversized trucks);

(v) The numbers, frequencies, routes and timing of construction traffic movements;

(vi) Monitoring to measure the impact of traffic, in terms of traffic speeds and volumes on those roads described in 23(a)(i); and

(vii) Methods to manage the effects of traffic during construction, including the requirement to detour or divert traffic. These methods shall seek to avoid, remedy or mitigate effects on access to and from businesses and other organisations in the area.

(b) Traffic management measures during construction, to be developed in consultation with the Auckland Regional Transport Authority (ARTA), Bus and Coach Association and the Manukau City Council, to address and maintain, where practicable, traffic capacity at peak hours to provide for passenger transport services on the road network;

(c) Consultation with the Manukau City Council with regard to the most appropriate means for providing access on Council roads within and adjacent to the designation;

(d) Measures to maintain existing vehicle access, as far as practicable, or where the existing property access is to be removed or becomes unsafe as a result of the construction works to provide alternative access arrangements to an equivalent standard as that removed, as far as practicable, and in consultation with the Manukau City Council and the affected landowner;

(e) Details on the maintenance of pedestrian access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable. Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours;

(f) Consistency with Transit New Zealand 'Code of Practice for Temporary Traffic Management' (COPTTM);

(g) Recognition of the need for the Manukau City Council to access and maintain its roading network during the construction phase of the Project, and

(h) Recognition of the need to coordinate and to consult directly with the proponents of any major construction occurring concurrently with, and in the vicinity of, the Project during construction.

24. The Requiring Authority shall ensure that provision for continued public walking and cycling passage across Manukau Harbour generally between Coronation Road, Mangere Bridge and Onehunga Harbour Road, Onehunga, in the general vicinity of the Old Mangere Bridge, is kept and maintained.

25. Vehicle access to the construction site and site office areas in Waterfront Road Reserve shall be via Coronation Road.

Contamination

26. Prior to commencing earthworks, a Contaminated Land Management Plan (CLMP) shall be prepared by a suitably qualified expert.

27. This CLMP will be based on a Stage 2 Detailed Site Investigation Report carried out in accordance with *Contaminated Land Management Guidelines No. 1 — Reporting on Contaminated Sites in New Zealand* (Ministry for the Environment October 2003).

28. The CLMP shall indicate whether work on contaminated land can be authorised as part of the designation or whether a separate resource consent (from the Auckland Regional Council) is required. If the work can be authorised as part of the designation, then the CLMP should incorporate conditions under which the work can be undertaken. Such conditions will be drawn up in conjunction with the Manukau City Council. The CLMP shall be provided to the Manukau City Council prior to commencement of earthworks.

Operational Noise

29. A Noise Management Plan (NMP) shall be submitted to the Manukau City Council for the Project or stage of the project. The NMP shall be prepared by a suitably qualified acoustic expert for the purposes of avoiding, mitigating or remedying, where practicable, any adverse noise effects from the operation of the Project.

30. The NMP shall include:

    (a) General measures (e.g. low noise road surface material and noise attenuation barriers), to achieve compliance with the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise — State Highway Improvements' (December 1999);

    (b) Specific measures for any existing dwellings, where these are necessary in addition to the general measures under (a) above to achieve compliance with the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise — State Highway Improvements' (December 1999), and

    (c) A table showing the predicted traffic noise levels generated by the operation of the Project for the year 2021, for all noise sensitive facilities to be protected by the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise — State Highway Improvements' (December 1999) (residential buildings and teaching areas in educational facilities) taking into consideration the finally agreed height, length and location of all noise barriers and all other noise mitigation measures incorporated in the project design.

    (d) A section specifically dealing with "before" and "after" noise monitoring to check for achievement of the design levels of the Transit New Zealand 'Guidelines for the Management of Road Traffic Noise — State Highway Improvements' (December 1999). This part of the plan shall describe methods and procedures for the measurement of ambient noise levels existing prior to construction, and of traffic noise levels within a period between 2 and 3 years following completion of construction of the Project, measured at representative sites and shall:

        (i) be based on Transit New Zealand 'Guidelines for the Management of Road Traffic Noise — State Highway Improvements' (December 1999) and NZS6801:1991 "Measurement of Sound";

        (ii) outline methods used for the representative site selection of a minimum of at least four (4) sites and shall include site maps photographs detailing the measurement positions; and

        (iii) include a process for reporting of measurement results to Council within 30 days following the completion of both the "before" and "after" surveys and include comments on measurement conditions.

31. The location and design of noise attenuation barriers shall be in general accordance with the provisions of Alignment plans 1/69/82/5104 Sheets 2, 3 and 4 dated 05/06 but modified as agreed through the process outlined in Condition 46 below.

32. The NMP shall identify any existing dwellings for which specific measures are required in accordance with Condition 30(b) above. Those dwellings shall be referred to as 'affected dwelling(s)'.

33. Not less than three (3) months prior to the completion of construction of the Project, the Requiring Authority shall give written notice to the owner of any affected dwelling:

    (a) Advising the options available for mitigation treatment to the affected dwelling and the predicted benefits of implementation of such options in term of noise levels; and

    (b) Advising that the owner has six (6) months within which to decide whether or not to accept mitigation treatment to the dwelling.

    (c) Once an agreement on mitigation is reached between the Requiring Authority and the owner, the mitigation shall be implemented in an accepted timeframe between the Requiring Authority and the owner.

34. The Requiring Authority shall advise the Manukau City Council of:

    (a) All written notices served in accordance with Condition 33;

    (b) Any responses received to those written notices; and

    (c) Those affected dwellings in respect of which no response has been received.

35. Where specific measures are required under Condition 30(b) above for an affected dwelling, the Requiring Authority shall be deemed to have complied with Condition 30(b) where:

    (a) The Requiring Authority has completed noise mitigation treatment to an affected dwelling; or

    (b) The owner of the affected dwelling has refused to accept the Requiring Authority's offer to implement noise mitigation treatment to the dwelling prior to the expiry of six (6) months after the practical completion of the Project; or

    (c) The owner of the affected dwelling cannot after reasonable enquiry be found prior to the expiry of six (6) months after written notice has been given in accordance with condition 33 above.

36. Subject to condition 35, all noise mitigation measures identified by the NMP shall be implemented prior to the completion of construction of the Project.

Operational Vibration

37. Vibration levels of the existing SH20 operations shall be measured at nominated critical locations, and submitted to the Council, prior to the commencement of works. These baseline measurements will provide levels for current use and for comparison with future levels.

38. In circumstances where vibration generated by the passage of vehicles on the completed highway results in adverse effects on persons or property, which, in the reasonable opinion of the Manukau City Council, give rise to a breach of s17 Act, then these are to be measured and assessed in accordance with the provisions of Norwegian Standard NS 8176E.

Archaeological and Heritage

39. Detailed protocols for the management of archaeological and waahi tapu discoveries shall be developed in consultation with tangata whenua and New Zealand Historic Places Trust prior to construction.

40. Subject to condition 41, if any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

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

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

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

41. Condition 40 shall not apply where the Requiring Authority holds all relevant approvals under the Historic Places Act 1993, apart from the requirement in the case of discovery of human remains to contact the New Zealand Police.

Urban Design and Landscaping Mitigation

42. An integrated Urban Design and Landscape Mitigation Plan (UDLMP) shall be submitted to the Manukau City Council for the Project or relevant Project stage. This UDLMP shall be prepared by a suitably qualified person or persons, in consultation with the Manukau City Council, Auckland Regional Council and relevant tangata whenua and shall take into account the following:

    (a) Transit New Zealand's "Guidelines for Highway Landscaping" (September 2002);

    (b) Transit New Zealand's "Urban Design Implementation Principles" (2006).

43. The UDLMP shall have regard to the following principles:

    (a) The importance of the southern approaches to the Mangere Bridge as a gateway to Manukau City;

    (b) The existing coastal landscape values of the area;

    (c) The potential of noise barriers and other structures as design elements;

    (d) Support for a strong pedestrian and cycle experience;

    (e) Measures to provide for safe passage of pedestrians, cyclists and mobility impaired users;

    (f) Crime prevention through environmental design.

44. The UDLMP shall in particular provide for:

    (a) The integration of the permanent works into the surrounding landscape;

(b) Mitigation of effects on properties in the vicinity of the alignment;

(c) Pedestrian and cycle linkages proposed in respect of the project, in particular that linking Mahunga Drive and the southern abutment of Old Mangere Bridge via Waterfront Road Reserve. These linkages shall

(i) be provided in accordance with Austroads Part 14 Bicycles, with a minimum width of 3.0 metres plus clearances

(ii) include an upgraded pedestrian/cycle facility along the southern embankment of the Old Mangere Bridge (Coronation Road) which physically separates the pedestrian/cycle facility from vehicular traffic, parking areas, turning areas and boat launching facilities. (Along the embankment, the pedestrian / cycle facility shall have a minimum width of 3.5 metres.)

(d) Integration, consistency and continuation of significant elements with recently established planting themes through the Western Ring Route, established desirable coastal vegetation, and the vegetative character of Onehunga and Mangere Bridge townships;

(e) Retention or relocation of existing trees where practicable; and

(f) Replacement planting or mitigation for loss of protected or scheduled trees.

45. The UDLMP shall include the following:

(a) An **Urban Design Framework** that depicts the overall urban design concept, the design intent, layout and mitigation proposals for key components and areas (or sectors) of the project, and provide a framework for the design, layout, landscape planting and streetscape measures;

(b) **Landscape and Urban Design Details** — these shall include the following details:

(i) Identification of vegetation to be retained;

(ii) Proposed planting, including plant species, mixes, spacing/densities, sizes (at time of planting) and layout;

(iii) Planting programme — the staging of planting in relation to the construction programme;

(iv) Detailed specifications relating to (but not limited to) the following:

- Vegetation protection (for desirable vegetation to be retained);
- Weed control and clearance;
- Ground preparation;
- Mulching;
- Plant supply and planting;
- Maintenance regime (requirements and programme); and
- Performance standards.

(v) Detailed design of streetscape elements such as

- Noise attenuation barriers (including their location within the motorway reserve);
- Road safety barriers;
- Retaining walls;
- The new pedestrian footbridge and other new pedestrian facilities.

46. That portion of the UDLMP that deals with the design and placement of noise attenuation barriers shall be developed in consultation with persons who own or occupy property that adjoins those barriers (the neighbours).

47. Prior to submission of the UDLMP to the Manukau City Council, the draft UDLMP shall be presented to the Manukau City Urban Design Panel for its comment, and that comment shall then be considered in finalising the UDLMP.

47A. The works as set out in the UDLMP shall be implemented as soon as practicable and works shall be completed no later than 12 months after the practical completion date of the Project.

Waterfront Road Reserve Restoration Plan

48. The Requiring Authority shall prepare, in consultation with the Manukau City Council and the Auckland Regional Council, a Waterfront Road Reserve Restoration Framework (WRRRF) to outline how the reserve land occupied during construction will be reinstated on completion of construction. The WRRRF shall outline measures to mitigate the adverse effects the Project may have on local residents, and shall include, but not be limited to, the following:

(a) The proposed remediation of the coastal edge (particularly above mean high water springs) along the Waterfront Road Reserve, to provide an attractive interface (that may include a sea wall) that addresses erosion problems and removes construction debris and materials;

(b) Proposed landscaping in the Waterfront Road Reserve on completion of construction;

(c) The proposed pedestrian / cycle path from the Coronation Road end of Waterfront Road Reserve, under the southern end of the motorway bridge, to Mahunga Drive (refer also to Condition 44(c) for conditions relating to the pedestrian/cycleway along Coronation Road);

(d) Proposals for reuse of any construction buildings or hardstand, areas;

(e) Proposals for the provision of vehicle access through the park and parking;

(f) Consultation to be undertaken in preparation of the Waterfront Road Reserve Restoration Plan (WRRRP); and

(g) Timeframe to obtain any consents required and complete works as set out in the WRRRF.

49. The proposed WRRRF shall be submitted to the Manukau City Council at least 20 working days prior to the commencement of construction works in Waterfront Road Reserve to enable sufficient time for consideration by Council.

Any subsequent significant amendments to the approved WRRRP shall be submitted to Manukau City Council for approval prior to implementation

49A. The Requiring Authority shall prepare, in consultation with the Manukau City Council and the Auckland Regional Council, a Waterfront Road Reserve Restoration Plan (WRRRP), which shall include further details of the mitigation measures set out in the WRRRF pursuant to condition 48 above. The proposed WRRRP shall be submitted to the Manukau City Council for approval at least six (6) months prior to the programmed completion date for Project construction works in Waterfront Road Reserve to enable sufficient time for consideration by Council.

50. Where the restoration works require coastal consents for works within the Coastal Marine Area, it shall be Transit's responsibility to obtain those consents on behalf of Manukau City Council.

51. The works as set out in the Waterfront Road Reserve Restoration Plan shall be implemented as soon as possible and works shall be completed no later than 12 months after the practical completion date of the Project.

Integration with Local Road Network

52. The Requiring Authority shall prepare a Network Integration Plan in consultation with the Manukau City Council to demonstrate how the Project integrates with the existing local road network and with future improvements planned by the Manukau City Council. The Network Integration Plan shall include details of physical works at the interface between the State highway and the local road network, and shall address such matters as lane configuration, traffic signal co-ordination, signage and provision for buses. The Network Integration Plan shall be submitted to the Manukau City Council for the Project or relevant Project stage.

Lighting

53. Subject to the requisite safety standards, motorway lighting shall be designed and screened to minimise the amount of lighting overspill and illumination of residential areas, and to minimise encroachment of lighting standards into view shafts.

Network Utilities

54. Prior to submitting an outline plan of works (s176A of the Act), the Requiring Authority shall consult with Network Utility Operators to identify and record network utility operations and measures to be undertaken to minimise disruption to and maintain proper functioning of those operations. These may include (but are not limited to) measures in relation to the following:

    (a) Access;

    (b) Protection, relocation and / or reinstatement of network utility infrastructure;

    (c) Safety;

    (d) Earthworks management;

    (e) Dust and vibration management.

    The outline plan of works shall describe the proposed measures to minimise disruption to and maintain proper functioning of all affected network utility operations.

Air Quality Monitoring

55. An air quality monitoring station shall be established at a site comparable to the station located in the rear car park of the Te Puea Marae, Miro Road during 2006–2007.

56. The air quality monitoring station will monitor the following parameters for a period of six (6) months within the 24 month period prior to construction of the Project:

    (a) Fine particulates (PM10) and oxides of nitrogen (NOx) in accordance with the specifications given in the National Environmental Standards, Air Quality, and

    (b) Meteorological measurements of wind speed, wind direction and temperature.

57. The station will monitor the following parameters for a period of twelve (12) months after construction of the Project:

    (a) Fine particulates (PM10) and oxides of nitrogen (NOx) in accordance with the specifications given in the National Environmental Standards, Air Quality, and

    (b) Meteorological measurements of wind speed, wind direction and temperature.

58. Results of the monitoring in summary form, assessed against the National Environmental Standards, Air Quality and the Auckland Regional Council target values, shall be reported quarterly to the Manukau City Council.

SCHEDULE 5A37:PURPOSE AND CONDITIONS OF DESIGNATION 293 GAS TRANSMISSION PURPOSES

[AM76]

Purpose of designation

1.1 The designation by Vector Gas Limited (*Vector*) is for the operation, maintenance and repair, upgrade and renewal of the existing gas transmission pipeline and ancillary facilities as required for the transportation of gas and described as follows:

(i) The existing 350 mm gas transmission Pipeline between the Walouru MLV at Hlghbrook Drive, East Tamakl, and the Manukau City boundary at Ian Shaw Park;

(ii) A short 300 mm gas transmission pipeline that travels from Hlghbrook Drive, East Tamakl terminating at Mean High Water Springs at the Tamakl Estuary (*the Otahuhu lateral*).

The designation is subject to the following limitations:

- Renewal shall be limited to works on the gas transmission pipeline and will be limited to replacement with sections having equivalent diameter and maximum allowable operating pressure of 6600 kilopascals, and no more than 20 lineal metres of gas transmission pipeline will be excavated within anyone 14 calendar day period.

- Upgrade will be limited to adding or replacing above ground components provided the district plan relevant permitted activity standards are complied with and the maximum allowable operating pressure Is not increased. Above ground components are limited to the existing pipeline valve stations and existing delivery points which consists of:

  1.Pipeline offtake and station Inlet piping, isolation valves;

  2.Filters;

  3.Pressure regulation and safety valves;

  4.Metering equipment and all weather enclosure;

  5.Foundations;

  6.Electrical and earthing systems;

  7.Other ancillary systems;

  8.Surface marker posts; and

  9.Warning signage

- Upgrade does not include Increasing the height or foot print of any building or structure containing any of the above listed above ground components.

- All activities within road reserve shall be in accordance with the requirements of the Code of Practice for Working in Roads, Auckland Region.

- All activities within land other than road reserve shall be in accordance with the Guide to land Access for the Oil and Gas Industry and landowners.

1.2 The designation affects land legally described In Appendix 2 "Schedule of Affected land" of Volume 3 of the Notice of Requirement as submitted to the Manukau City Council.

2.0 Restrictions of designation

2.1 No person shall:

- Erect any building or construction on the designated corridor;
- Erect any fence or other improvement or plant any tree or shrub;
- Disturb the soil below a depth of 0.4 metres from the surface; or
- Do anything on or to the Land within the designated corridor which would or could damage or endanger the Pipelines;

without first obtaining the written consent of Vector.

Landowners and/or developers can apply to Vector for consent to do any work on the land within the designation corridor. Vector will review each application with the landowner/ developer and work to achieve the most suitable outcome for all parties. Vector may give its written consent to reasonable conditions including the power to revoke the consent In specified circumstances.

Vector agrees to not unreasonably withhold its consent.

Works or activities that would or could damage or endanger the Pipelines Include, for example, the use of heavy compaction or vibration machinery and equipment, and pile-driving machinery and equipment, trenching, excavation or drilling (including micro drilling and directional drilling).

2.2 No person shall undertake road opening, trenching, excavation or drilling (Including micro drilling and directional drilling), or lay underground high voltage power lines either in parallel with or Intersecting Vector's gas pipelines, without first obtaining Vector's written approval.

2.3 However, the restrictions in 2.1 and 2.2 above do not apply, and Vector's consent Is not required under section 176 of the Resource Management Act 1991 to the following activities, provided that a Road Opening Notice has been obtained from the Manukau City Council:

- Any road widening or associated works In accordance with any existing road designation;
- Any repair, maintenance or upgrade to existing road surface;
- Any repair, maintenance or upgrade to any existing network utility infrastructure.

Provided in all cases that:

- Soil is not disturbed below a depth of 0.4m from the surface; and

- After works, the finished surface level is not reduced below the pre-existing surface datum.

Where works in the above categories would exceed 0.4 in depth from the surface and/or after completion of such works the finished surface level is proposed to be reduced below the pre-existing surface datum then application shall be made to Vector for consent to do the works. Vector will review each application with the applicant and work to achieve the most suitable outcome for all parties. Vector may give its written consent subject to reasonable conditions, and agrees to not unreasonably withhold its consent.

Emergency works may be performed in line with the Vector advice booklet by excavation to 0.4m depth and thereafter the use of hand tools only. Emergency operations should be notified immediately to Vector Gas Limited who provides an on-call service outside of normal working hours.

Conditions

3.0 The works to give effect to the designation shall be generally in accordance with the plans and information submitted by Vector Gas Limited (*Vector*) In support of the Notice of Requirement in the documents entitled "*Manukau — Whangarei Gas Pipelines — Notice of Requirement for a Designation*" (Volumes 1, 2 and 3) and as amended by Vector Gas Limited's letter to Manukau City Council (*the Council*) dated 18 October 2007.

3.1 The maximum width of the designation shall be as follows:

AREA	PROPOSED DESIGNATION WIDTH
Within Road Reserve and Within Rail Reserve	6 metres to the extent that the designation shall not extend over road or rail boundaries onto freehold land except to the extent that private property is subject to an easement in favour of Vector.
Non road reserve	12 metres (other than those areas where the existing easement width is less than 12 metres wide — in such circumstances the designation width shall be the width of the easement).

3.2 All pipeline maintenance, repair, upgrade or renewal activities within road reserve that Involve excavation shall be subject to Road Opening Notice requirements of Manukau City Council and carried out in accordance with *Code of Practice for Working in Roads*, Auckland Region.

3.3 Where maintenance, repair, upgrade and renewal activities involving excavation are undertaken pursuant to the designation, appropriate sediment and erosion measures shall be employed.

3.4 Vector shall at all times ensure that access between parts of any property held in single ownership temporarily severed by maintenance, repair, upgrade and renewal activities is

maintained to a level that will enable, as far as is practicable, normal activities on the property to continue.

3.5 Within road reserves scheduled maintenance, repair, upgrade or renewal work and associated activities shall be limited to between the hours of 7am and 7pm, Monday to Saturday (excluding public holidays) except:

- Where otherwise stated In a Traffic Management Plan, to the satisfaction of the Council; or
- With the prior approval of the Council.

3.6 All works or activities related to the designation shall be undertaken in compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances 2001 (NZECP 34:2001).

3.7 The noise from maintenance, repair, upgrade and renewal activities shall be measured, assessed and controlled In accordance with the procedures and limits set out NZS 6803: 1999 Acoustics — Construction Noise.

3.8 Vector shall consult with Transit New Zealand at least 30 working days prior to carrying out any works or activities on, in or under State Highways, except In emergency situations.

3.9 Vector shall consult with the Council at least 30 working days prior to carrying out any works or activities on, in or under Council-controlled roads, except in emergency situations.

3.10 The Requiring Authority shall respond within 15 working days of receiving any request for its written approval under section 176 of the Resource Management Act 1991.

SCHEDULE 5A38:CONDITIONS OF DESIGNATION 294 FLAT BUSH CAMPUS — YEARS 1–13 AND EARLY CHILDHOOD CENTRES

[AM77]

Schedule 5A.1.1 to Apply

1. All rules contained in Schedule 5A1.1 (Conditions on School Designations) of the Manukau Operative District Plan 2002 shall apply, with the following modification to conditions 2, 4 and 7 applying only to this designation:

   (a) That Condition 5A1.1–2(a) be changed so as the LMAX noise limit level of 65 dBA applies only between the hours of 2200 and 0700.

   (b) That Condition 5A1.1–2(b) be changed so as the LMAX noise limit of 70 dBA applies only between the hours of 2200 and 0700.

   (c) That Condition 5A1.1–4 be changed with a further note that these requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.

   (d) That Condition 5A1.1–7 be changed so that:

   - Any building within the Main Building Area shown on the Designation Concept Plan (ASC Architects, September 2008) closer than 20 metres from any boundary shall not exceed 16 metres in height unless Council approves an alternative building height at Outline Plan of Works stage; and

   - Any building on the balance of the site closer than 20 metres from any boundary shall not exceed 9 metres in height unless Council approves an alternative building height at Outline Plan of Works stage.

   (e) That in addition to Rule 4.1.1 of Section B carparking for Early Childhood Facilities be at a minimum rate of 1 space for every staff member employed on site at any one time, plus 1 space for every ten children where there is parental participation in the daily operation of the facility, plus a suitable drop off area.

Duration of the Designation

2. Pursuant to Section 184(1)(c) of the Resource Management Act 1991, this designation shall lapse 10 years after the date on which the designation is included in the Manukau Operative District Plan 2002, unless:

   (a) the designation is given effect to before the end of that period; or

   (b) the territorial authority determines that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made; or

   (c) the designation lapses earlier by virtue of the Manukau Operative District Plan 2002 ceasing to be operative.

Obtaining All Approvals

3. That prior to the start of physical works, the Requiring Authority (or their agents) shall obtain all requisite resource consents required under the Resource Management Act 1991 and the Historic Places Act 1993 and supply Council with a copy of the approvals.

Airport Noise

4. No "Activities Sensitive to Air Noise" are to be located on parts of the site identified as subject to "Moderate Aircraft Noise Area" controls, as identified and defined in the Manukau Operative District Plan 2002.

Designation Concept Plan

5.

(a) Main Building Area

All major buildings shall be located within the Main Building Area shown on the Designation Concept Plan (ASC Architects, September 2008).

(b) Ormiston Road Frontage

Site development shall be such that a strong built edge along the Ormiston Road frontage is achieved. Buildings fronting Ormiston Road shall be designed so that an active edge to Ormiston Road is maximised as far as is practicable.

(c) Assembly Buildings

All buildings that may be open for the assembly of people outside of school hours, such as a theatre, auditorium, gymnasium, etc, shall be located so that their main entry foyer fronts directly onto either Ormiston Road, the through-site road or the Western Boundary Road in the event that the council has given notice to the Minister in accordance with Condition 12(c) . The main entry foyer shall maximise clear glazing fronting the street to the maximum extent practicable.

(d) Gateway Buildings

Buildings shall be located on both corners of the junction of Ormiston Road and the through-site road to achieve a gateway entrance to the site.

(e) Open Space Area

The Open Space Area (as shown on the Designation Concept Plan, ASC Architects, September 2008) shall provide primarily for active recreation playing fields. The Open Space Area may provide for recreation buildings and may also provide for minor educational buildings (including early childhood facilities) and service buildings.

(f) Secondary Access Points

Secondary Vehicular Access Points, if required, shall be located generally where indicated on the Designation Concept Plan (ASC Architects, September 2008), but with regard to traffic volumes, safety, circulation and amenity of adjoining roads.

(g) Through-Site Road

Site development shall be such that a strong built edge along both frontages of the through-site road is achieved and buildings fronting the through-site road shall be designed so that active edges to the road are maximised as far as is practicable.

Information Submitted at Outline Plan of Works Stage

6. That the first Outline Plan of Works submitted shall include the information specified in Section 176A of the Resource Management Act 1991, and the following additional assessment/reports from appropriately qualified and experienced persons:

(a) A Master Plan for the site (which may be subject to future alterations) which should address:

(i) Design of building and site development which promotes an active frontage, streetscape character and amenity, passive surveillance and connectivity in relation to public roads (particularly Ormiston Road), including minimising building setbacks and optimising building orientation.

(ii) Integration of the design of the built environment with that of hard and soft landscaping.

(iii) Fencing concept design for external boundaries of the site, which provides for fencing that is visually permeable and promotes streetscape amenity, and provides particular attention to the frontage treatment between the road and the active frontage of buildings.

(iv) Concentration of the location of buildings with the likelihood of notable ancillary community use, and for maximum accessibility and connectivity to the town centre.

(b) An archaeological assessment of the site from a suitably qualified archaeologist identifying any heritage sites/items of significance and any management measures proposed.

(c) Reporting of the results of further consultation undertaken.

(d) A vegetation survey and report from a suitably qualified arborist identifying size and condition of all trees/stands of trees exceeding a height of 6 metres, and identifying protection methods applying to any significant trees worthy of protection that are capable of being retained.

(e) A concept landscape plan for the designated site which will identify trees to be removed and retained and general areas where landscaping may occur in the future. For any proposed landscaping in the vicinity of the site perimeter or which is particularly prominent when viewed from beyond the site, the species, number and size at planting of any trees or shrubs are to be included.

(f) A comprehensive Traffic Impact Assessment Report which addresses the access requirements and effects of the proposal. The assessment should address the proposed parking provisions, public transport provision, pedestrian flows and provisions for cyclists.

(g) Engineering design demonstrating measures for the extension of public services to the site and the provision of servicing to upstream properties, including provision for the Watercare Services Branch Sewer (if it is to be within the designated area).

(h) A Stage 1 Preliminary Site Investigation (PSI) report, encompassing both potential asbestos containing materials (ACM) contamination as well as general environmental contamination. This PSI should be prepared in accordance with the Ministry for the Environment's guideline document "Contaminated Land Management Guidelines No. 1 — Reporting on Contaminated Sites in New Zealand" (November 2003) and Appendix B protocols required for asbestos investigation reports under the "Guide to Protocols for Site Investigation Reports for Subdivision/Development in the Flat Bush Area" (Manukau City Council).

(i) Should the results of the Stage 1 Investigation provide evidence or indication of contamination, then a Stage 2 Detailed Site Investigation (DSI) shall be completed and submitted to Manukau City Council. If necessary a Remedial Action Plan (RAP) for the removal of any ACM or contaminated soil shall be completed and submitted to Manukau City Council for approval. Upon completion of any required remediation works, a Site Validation Report (SVR) shall be completed and submitted to Manukau City Council for approval. All these reports shall be in accordance with the Ministry for the Environment's guideline document and the Manukau City Council asbestos protocol.

Engineering Plans Submitted at Outline Plan of Works Stage

7. At Outline Plan of Works stage, engineering plans shall be provided to the satisfaction of the Manager — Resource Consents and Compliance addressing the following issues:

(a) Stormwater Disposal

The provision of stormwater reticulation in accordance with Manukau City Council Engineering Quality Standards to service both the proposed schools and the catchment upstream of the site.

This provision shall include a piped system for the 5% AEP (20 year return period) storm, and an overland flowpath for the 1% AEP (100 year return period) storm.

(b) Wastewater disposal

The Outline Plan of Works shall detail how the wastewater services will be provided to the proposed campus and how the public reticulation will service the upstream catchment.

Specifically, the Outline Plan of Works shall detail how the planned regional trunk sewer by Watercare Services Limited shall be accommodated.

(c) Water Supply

The Outline Plan of Works shall detail how water supply will be provided to the proposed campus and how the public reticulation will service the upstream catchment.

(d) Roading

In the event that the Requiring Authority undertakes the required road upgradings or construction, the Outline Plan of Works shall detail the roads to be constructed or upgraded by the requiring authority both within and adjoining the site of the proposed campus.

(e) Earthworks

Earthworks (including silt control measures) required to develop the site for the proposed use. This includes the provision of a Geotechnical Report and an Earthworks Management Plan.

8. The engineering plans provided at Outline Plan of Works stage shall address the requirements of Manukau City Council Engineering Quality Standards and the Council's development and performance standards and engineering performance standards of the Manukau Operative District Plan 2002.

Financial Contributions

9. The Requiring Authority shall pay the following contributions:

   (a) A Comprehensive Stormwater Discharge Levy. In the event that payment (or part payment, should the development be staged) is made within two months of the later of the confirmation of the designation or the Crown taking possession of the relevant certificate of title on purchase and that payment is made on or before 30 June 2008, then that payment or part payment shall be calculated at the rate of $540/Ha (the current S45 levy rate). Otherwise, the rate payable for that payment or part payment shall be recalculated based on the current S45 levy at that time.

   (b) A Stormwater contribution. In the event that payment (or part payment, should the development be staged) is made within two months of the letter of the confirmation of the designation or the Crown taking possession of the relevant certificate of title on purchase and that payment is made on or before 30 June 2008 then that payment or part payment shall be calculated at the rate of $88,000/Ha (the current rate applicable). Otherwise, the rate payable for that payment or part payment shall be recalculated based on the current rate at that time.

   (c) Contributions for road upgrading as specified in conditions titled "Road Development and Upgrading".

10. All Financial Contributions for any given stage of development must be paid prior to release of the first Building Consent necessary to implement that stage of the proposed development. Where the development is not proposed to be staged, payment is to be made prior to the release of the first building consent for the development as a whole.

Transportation — General

11. That the School Boards prepare and maintain a School Travel Management Plan, to the satisfaction of the Council. The Plan shall be implemented within the first term of the operation of the school activity on the site, monitored over time, and reviewed as necessary to remain effective. The Plan shall have as an objective the safe transportation of pupils between homes and the school by means other than the private motor vehicle. The plan shall ensure the availability of walking school buses and covered storage for cycles, and encourage the use of alternatives to travel of pupils to the site by use of a private motor vehicle

12. Road Development and Upgrading

   (a) Through-site Road [as shown on the attached 'Roading Plan' (GHD Ltd Plan drawing number 51-20118-01-D15 Rev C entitled 'Condition 12 References')]:

   That prior to student use of the Senior High School buildings (being the first stage of development on the site), the through-site road together with the signalised intersection on Ormiston Road shall be fully constructed and vested in Council as a local road. The Minister shall on vesting of the road uplift the designation from the land occupied by the through road.

(b) Southern Boundary Collector Road [as shown on the attached Roading Plan (GHD Ltd Plan drawing number 51-20118-01-D15 Rev C entitled 'Condition 12 References')]:

That prior to the opening of the through-site road the requiring authority shall construct and vest the width of the Southern Boundary Collector Road within the Campus Designation and its intersection with the through site road. Alternatively, that a Roading Contribution be paid towards this road construction along the designation frontage, based on half the actual costs of road construction up to the funding allocations outlined in Figure 9.3 of the Manukau City District Plan. In addition a contribution is payable for 40% of the cost of construction of the Southern Boundary Collector Road / Western Boundary Road Intersection (in the event that the council gives notice to the requiring authority that it requires construction of the possible Western Boundary Road) and a contribution is payable for 25% of the cost of construction of the Southern Boundary Collector Road/Eastern Boundary Road Intersection.

The Minister shall on vesting of the road uplift the designation from the land occupied by the Southern Boundary Collector Road.

Note: For clarity it is recorded that this road will either be built on behalf of the Minister in which case Council will compensate the Minister for the construction costs beyond the Minister's contribution described above; or it will be built by the Council or a third party in which case the Minister will contribute funds to the value set out above.

(c) Western Boundary Road [as shown on the attached 'Roading Plan' (GHD Ltd Plan drawing number 51-20118-01-D15 Rev C entitled 'Condition 12 References')]:

The council is presently assessing whether there is a need for a road along the western boundary of the designation. In the event that the council gives notice to the requiring authority on or before 31 October 2014 that such a road is required, the Minister shall:

(i) vest with the council as road a strip of land along the western boundary of the designation, being that half of the width of the road required that is within the designation; and

(ii) pay to the council, prior to road construction works commencing, a roading contribution of 50% of the estimated cost of constructing the new road; and

(iii) uplift the designation from the vested strip upon vesting it with the council.

(d) Ormiston Road (Regional Arterial Flat Bush with cycleways) [as shown on the attached 'Roading Plan' (GHD Ltd Plan drawing number 51-20118-01-D15 Rev C entitled 'Condition 12 References')]:

That a width of 4.64m for road widening along the Ormiston Road frontage of the designation be vested in Council as road on acquisition of the subject land. The Council will compensate for the agreed land value of road widening in excess of 0.54m.

That a Roading Contribution be paid in respect to the road upgrading of the Ormiston Road frontage, based on 50% of the actual costs of road construction up to the funding allocations outlined in Figure 9.3 of the Manukau Operative District Plan together with half of the costs of a signalised intersection at the intersection with the through-site Road and 25% of the cost of a non-signalised intersection with the Western Boundary Road (in the event that the council gives notice to the requiring authority that it requires construction of the possible Western Boundary Road).

In the event that the Council acquires land on the Ormiston Road frontage of the designated site for the purposes of road widening, prior to acquisition of that land by

the Minister, the designation will be uplifted by the Minister over the land so acquired by Council.

The Minister shall on vesting of the road uplift the designation from the land occupied by the widened Ormiston Road.

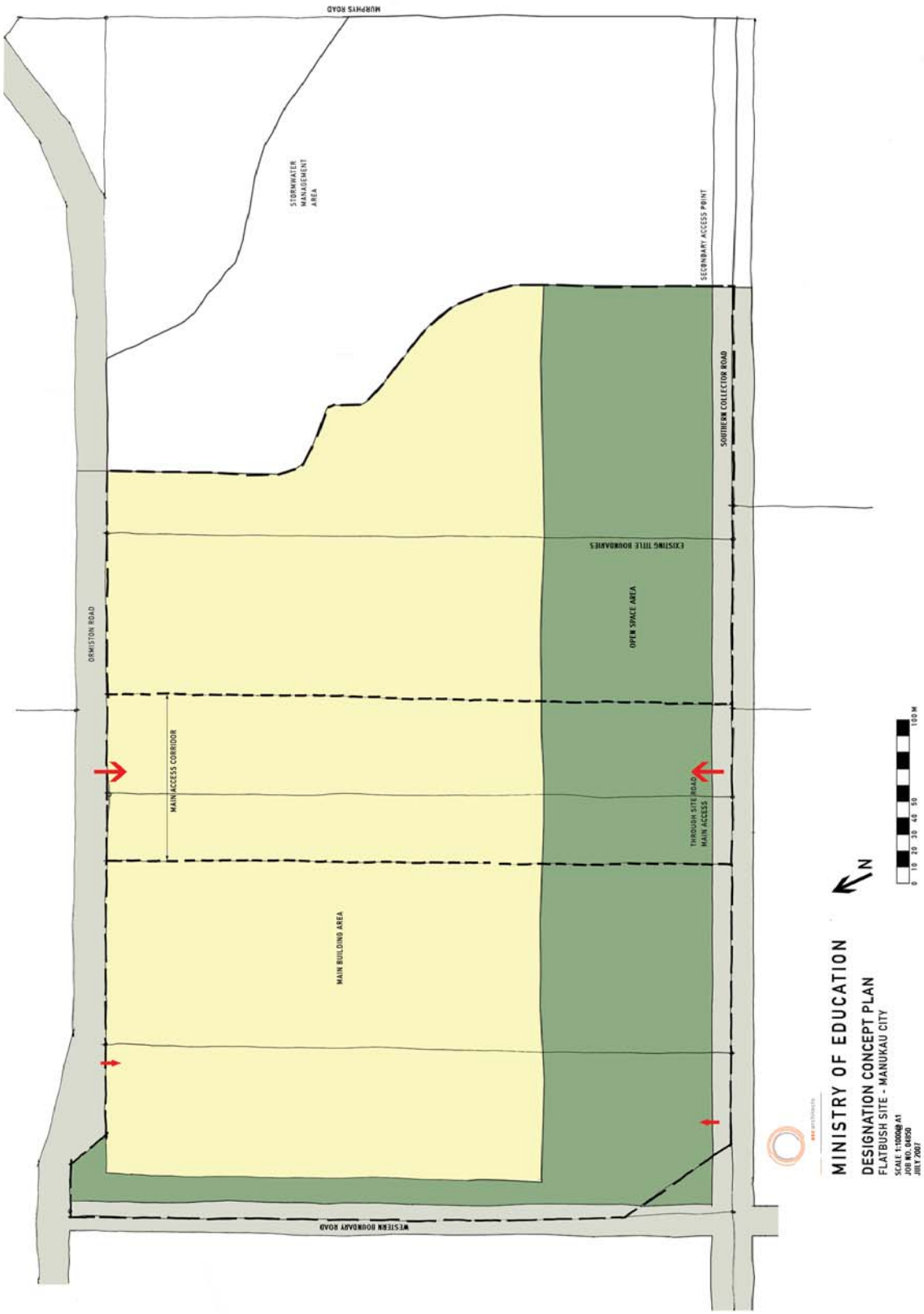
(e) Eastern Boundary Road [as shown on the attached 'Roading Plan' (GHD Ltd Plan drawing number 51-20118-01-D15 Rev C entitled 'Condition 12 References')]:

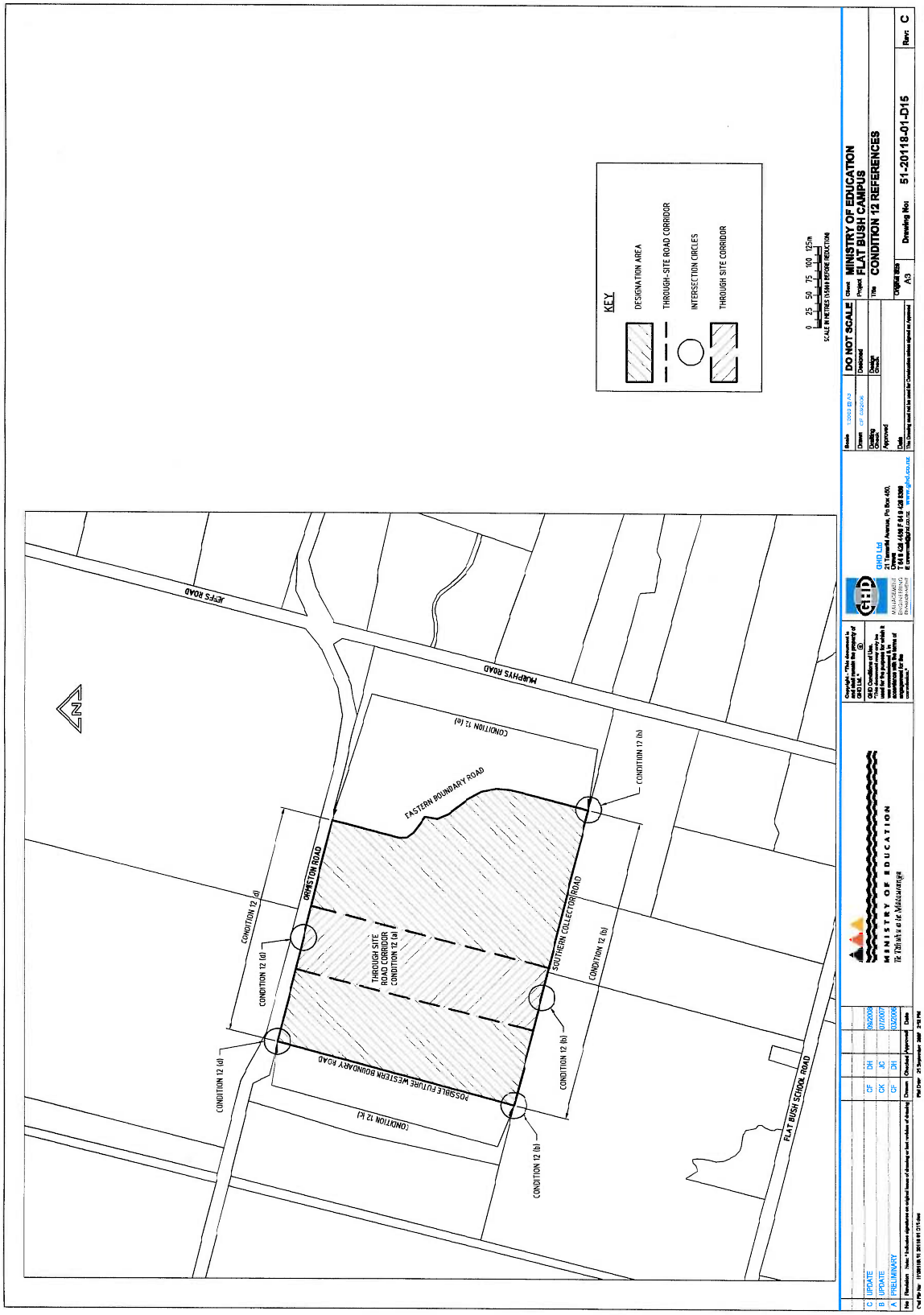
That the Requiring Authority vest as road that half of the width of the local road that is within the designation.

That a roading contribution be paid in respect to the local road construction along the designation frontage based on half the actual costs of road construction.

The Minister shall on vesting of the road uplift the designation from the land occupied by the Eastern Boundary Road.

Note: For clarity it is recorded that this road will either be built on behalf of the Minister or neighbouring landowner in which case the Minister will not need to make a contribution to Council; or it will be built by the Council or a third party in which case the Minister will contribute funds to the value set out above.


MURPHYS ROAD
STORMWATER MANAGEMENT AREA
SECONDARY ACCESS POINT
SOUTHERN COLLECTOR ROAD
EXISTING TITLE BOUNDARIES
OPEN SPACE AREA
ORMISTON ROAD
MAIN ACCESS CORRIDOR
THROUGH SITE ROAD MAIN ACCESS
MAIN BUILDING AREA
WESTERN BOUNDARY ROAD
N
0 10 20 30 40 50 100 M
MINISTRY OF EDUCATION
DESIGNATION CONCEPT PLAN
FLATBUSH SITE - MANUKAU CITY
SCALE 1:1000@ A1
JOB NO. 04050
JULY 2007


KEY
DESIGNATION AREA
THROUGH-SITE ROAD CORRIDOR
INTERSECTION CIRCLES
THROUGH SITE CORRIDOR
0 25 50 75 100 125m
SCALE IN METRES (A3 SHEET) BEFORE REDUCTION
JEFFS ROAD
MURPHYS ROAD
CONDITION 12 (e)
EASTERN BOUNDARY ROAD
CONDITION 12 (b)
GRAHSTON ROAD
CONDITION 12 (d)
THROUGH SITE ROAD CORRIDOR CONDITION 12 (a)
SOUTHERN COLLECTOR ROAD
CONDITION 12 (b)
CONDITION 12 (d)
POSSIBLE FUTURE WESTERN BOUNDARY ROAD
CONDITION 12 (c)
CONDITION 12 (b)
FLAT BUSH SCHOOL ROAD
DO NOT SCALE
MINISTRY OF EDUCATION
FLAT BUSH CAMPUS
CONDITION 12 REFERENCES
51-20118-01-D15
C
UPDATE
B
UPDATE
A
PRELIMINARY
MINISTRY OF EDUCATION
Te Tāhuhu o te Mātauranga

SCHEDULE 5A39:ADDITIONAL CONDITION OF DESIGNATION 16 TUPURANGA AND CLOVER PARK COMPOSITE SCHOOLS (YEARS 7–13)

[AM78]

1. That all conditions detailed in Schedule 5A1:1 and 5A1.2 to Chapter 5 of the Manukau Operative District Plan 2002 shall be carried over to the Alteration of Designation 16 (Tupuranga and Clover Park Composite Schools — Years 7 to 13), except where expressly altered by a condition of this alteration.

2. That a Traffic Management Plan (TMP) for construction activities shall be submitted for approval by Council's road network managers, Opus International Consultants Ltd (Opus), prior to the commencement of any works. The plan shall include provision for access by construction vehicles including temporary vehicle crossings (in accordance with Drawing R10 of Council's Engineering Quality Standards) that shall be removed when works are completed. The TMP shall also show how access by construction traffic to and from the school will be managed so as to avoid conflict with all school traffic modes (pedestrians, cyclists and motor vehicles) as well as demonstrate the provision for construction vehicle parking.

   Any subsequent variation or modification of the TMP shall likewise be approved by Opus.

3. That the provision for adequately separated access points for vehicles and pedestrians to the school shall be provided along Othello Drive to the satisfaction of the Manager, Resource Consents and Compliance.

4. That any vehicle access points made redundant subsequent to the reconstruction of the school shall be removed and the berm reinstated in accordance with Council's Engineering Quality Standards.

5. That the School Boards prepare and maintain a School Travel Management Plan, to the satisfaction of the Council. The Plan shall be implemented within the first term of the operation of the composite school activity (relating to years 11, 12 and 13) on the site, monitored over time, and reviewed as necessary to remain effective. The Plan shall have as an objective the safe transportation of pupils between homes and the school by means other than private motor vehicle. The plan shall encourage the availability of walking school buses and if demand deems appropriate the provision of cycle stands. The plan shall also encourage the use of alternatives to travel of pupils to the site by use of private motor vehicle.

SCHEDULE 5A40:CONDITIONS OF DESIGNATION 295 — KAWAKAWA BAY SEWAGE TREATMENT PLANT

[AM79]

General

1. That the development and operation of the Wastewater Treatment Plant shall be in accordance with the plans and information supplied with the Requirement, and numbered Proposal 28184 by Council, and in particular with the following:

   The AEE notated Kawakawa Bay Wastewater Scheme Wastewater Treatment and Disposal, Glen Forest. by Manukau Water Ltd dated September 2006 and as amended by the following:

   (a) The letter dated 27 October 2006 from Hill Young Cooper including Attachments.

   (b) The letter dated 31 October 2006 from Hill Young Cooper including Attachments.

Landscaping and Planting Plan

2. Prior to any works commencing on the site, Manukau Water Ltd shall prepare and submit to the Manager — Resource Consents for approval a landscape plan for the site.

3. The plan shall provide for:

   (i) Details (including species and plant size) of the planting of suitable native trees along that part of the site adjoining Kawakawa-Orere Road as illustrated on Drawing No 120731-Landscape submitted to the Council on 31 October 2006;

   (ii) Condition 3(i) above shall include the planting of at least ten suitable native trees with a minimum size of Pb200 along the frontage of Kawakawa-Orere Road;

   (iii) The rehabilitation and landscaping of all areas subject to earthworks; and

   (iv) Such other planting and related works to mitigate the adverse visual effect of the building.

   Riparian planting on the Rautawa Stream riparian strip between the proposed discharge location and the Manukau Water property boundary and between potential flow pathway spray irrigation zones and any Category 1 streams. The objective of the riparian planting is for it to be self-sustaining. Sections 2.3 through to 2.5 of the ARC TP 148 Strategy as well as the entire TP 148 Planting Guide shall be implemented in this regard.

4. Subject to any amendments or additional planting or landscaped works required by the Manager — Resource Consents, the approved landscape plan shall be implemented in the first planting season following commencement of works.

5. All landscaping works required by Condition 4 above shall be maintained and watered post-planting and any failed, damaged or removed planting shall be reinstated as soon as practical. At the end of the second year post-planting, an arborist's report shall be submitted to the Manager — Compliance and Enforcement to verify that the landscaping plan has been successfully implemented. (Note: The preparation and implementation of the Landscaping and Planting Plan required by conditions 2-5 above, is also required of ARC consent 30833)

Engineering

6. All works shall be in general accordance with the application and plans submitted and shall be subject to the following requirements:

   (i) All materials, workmanship and testing shall be in accordance with the current Manukau City Council Engineering Quality and MANARC Standards or Manukau Water Limited Design and Material Standards as appropriate.

   (ii) All construction work, shown on the attached plans, shall be supervised by an engineering representative appointed by the owner — refer to MCC Engineering Quality Standards and Manukau Water Limited Design and Material Standards.

   (iii) On completion of the work, as-built plans and a completion certificate, in accordance with the Council's Quality Assurance Manual and Manukau Water Limited Design and Material Standards, shall be forwarded to Council's appointed field officer.

   (iv) A 'pre-construction' meeting shall be arranged a minimum of 48 hours prior to commencement of the works. Please contact the Council's Legal Administrator, Resource Compliance Team, (Phone 2628900 extension 5877)

Land Modification

7. Prior to any works commencing on site, an Auckland Regional Council Soil Conservation consent shall be obtained for the proposed works and a copy supplied to the Council.

8. The earthwork construction shall be undertaken in accordance with the recommendations of the Geotechnical Report prepared by Harrison Grierson Consultants Ltd referenced June 2005, the application submitted including the Environmental Management Plan prepared by Fulton Hogan Ltd dated June 2006 and in compliance with all conditions of the Auckland Regional Council sediment control consent 30831. As the earthworks are progressively completed, the site shall be stabilised against erosion.

9. The earthworks shall be supervised as required by a geotechnical engineer to ensure that the subsurface conditions and procedures are compatible with the recommendations of the geotechnical report. Where substantive amendments are necessary they shall be referred and approved by the authors of the report.

10. All land modification works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion / siltation', which in the opinion of the Manager - Compliance and Enforcement, is objectionable, offensive or has the potential to create an adverse effect on the receiving environment.

11. The applicant shall be responsible to ensure that the land within the above site and the land on adjoining properties remains stable at all times in respect to the approved works.

12. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the applicant's expense.

13. Prior to development commencing, the applicant shall provide Council's Manager - Compliance and Enforcement with details of the level of communication with neighbouring property owners/occupiers and identification of the liaison person. The applicant shall ensure that, before commencement of the development, the owners of all adjoining properties are notified in writing of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom neighbours can liaise if

the need arises. (Any queries in the foregoing should be referred to the Manager - Sustainable Environment and Infrastructure).

14. A foundation completion report for the site shall be submitted to the satisfaction of the Manager — Compliance and Enforcement for approval upon completion of the land modification works. The report shall readdress the previous recommendations for this site and provide further amendments and recommendations as necessary.

Noise

15. Prior to any work commencing on the site, the Requiring Authority shall undertake a survey of the background ambient noise levels at the closest boundary of 128 Kawakawa-Orere Road and any other appropriate locations. The survey shall be undertaken over a typical 24 hour period and shall be carried out in accordance with New Zealand Standards NZS6801:1991 *Measurement of Sound* and NZS6802:1991 *Assessment of Environmental Sound*. The results of the survey shall be sent to the Manager — Resource Consents and the Manager — Development Compliance as soon as practical.

16. All construction works shall comply with the following noise levels:

TIME	WEEKDAYS		SATURDAYS		SUNDAYS & PUBLIC HOLIDAYS	
	L_{eq} (dBA)	L_{max} (dBA)	L_{eq} (dBA)	L_{max} (dBA)	L_{eq} (dBA)	L_{max} (dBA)
0630–0730	55	75	45	75	45	75
0730–1800	70	85	70	85	55	85
1800–2000	65	80	45	75	45	75
2000–0630	45	75	45	75	45	75

Within Rural Zoned Sites

17. The operational noise of the treatment plant shall at all times comply with the following noise limits when measured at or within the notional boundary of any site zoned rural:

ACTIVITY	AVERAGE MAXIMUM LEVEL L_{10} dBA			MAXIMUM L_{max} dBA
	Monday to Saturday 7.00am–6.00pm (0700–1800)	Monday to Saturday 6.00pm–10.00pm (1800–2200)	At all other times	10.00pm–7.00am (2200–0700)
Business and Recreational activities (at or within the notional boundary)	50	45	40	70 (or the background plus 30 which ever is the lower)

Within Residential Settlement Unserviced Zoned Sites

18. The operational noise of the treatment plant shall at all times comply with the following noise limits when measured at or within the notional boundary of any site zoned Residential Settlement Unserviced:

AVERAGE MAXIMUM LEVEL L_{10} dBA			MAXIMUM L_{max} dBA
Monday to Saturday 7.00am–6.00pm (0700–1800)	Monday to Saturday 6.00pm–10.00pm (1800–2200) Sundays & Public Holidays 7.00am–10.00pm (0700–2200)	At all other times	10.00pm–7.00am (2200–0700)
45	40	35	65

Monitoring and Review of Noise Levels

19. Notwithstanding compliance with Condition 18 above, the plant shall be designed and operated so that the background noise levels determined by condition 15 are not exceeded to the extent that an adverse noise level is generated within the boundaries of the sites zoned Residential Settlement Unserviced from 100 to 128 Kawakawa-Orere road.

20. At one month, six months and twelve months after the commencement of the operation of the wastewater treatment plan, the Requiring authority shall submit to the Council a certificate from a recognised acoustics specialist specifying that the noise levels generated by the wastewater treatment plant comply with conditions 17, 18 and 19.

21. In the event that an aerator or similar device is required to aerate the effluent in the seasonal pond, the Requiring Authority shall prior to the installation of the device submit to the Council a certificate from a recognised acoustics specialist specifying that the noise levels generated by the aerator or similar device complies with conditions 17, 18 and 19.

22. The noise conditions 15–21 above may be reviewed by Council, pursuant to Section 128 of the Resource Management Act 1991 by the giving of notice pursuant to section 129 of the Act one year after the commencement of the operation of the Water Treatment Plant.

Archaeological

23. That if subsurface archaeological evidence should be unearthed during construction (e.g. intact shell midden, hangi, storage pits relating to Maori occupation, or cobbled floors, brick or stone foundation, and rubbish pits relating to 19th century European occupation), work should cease in the immediate vicinity of the remains and the Manukau City Council, Historic Places Trust and tangata whenua should be contacted so that appropriate action can be taken. This includes such persons being given a reasonable time to record and recover archaeological features discovered before work may commence.

24. That if modification of an archaeological site is necessary, an Authority to modify must be applied for under Section 11 of the Historic Places Act 1993 in addition to any required approval of the Manukau City Council (Note that this is a legal requirement).

25. That in the event of human remains being uncovered, work should cease in the immediate vicinity and the tangata whenua, Historic Places Trust and NZ Police should be contacted so that appropriate arrangements can be made.

Kawakawa Bay Community Committee

26. The Requiring Authority shall:

(i) Consult with tangata whenua and representatives of local residents (Including the Kawakawa Residents Association) to facilitate the establishment of a Community Committee as soon as practicable after the designation becomes operative.

(ii) The Committee shall comprise eight persons as follows:

(a) A representative of the Clevedon Community Board.

(b) A representative of the Kawakawa Residents Association.

(c) A representative of tangata whenua.

(d) A representative of the community in general, preferably a resident living in proximity to the treatment plant.

(e) Up to two representatives appointed by Manukau Water Ltd.

(f) Up to two representatives appointed by the Manukau City Council.

(g) Up to two representatives appointed by the Auckland Regional Council.

The purpose of the Committee shall be to discuss matters relevant to the installation, operation and maintenance of the wastewater treatment system including, but without limitation, any concerns and complaints of residents and visitors and the timeliness and method of alleviating them.

(iv) Manukau Water Ltd shall ensure its representatives attend meetings of the Committee which should be held on a quarterly basis.

(v) At the quarterly meetings, Manukau Water Ltd shall disseminate information to the Committee about the operation of the wastewater treatment system including the results of any monitoring, the timing and extent of any discharges of treated effluent to the Rautawa Stream and present logs of all complaints including what action was taken and the results of that action.

SCHEDULE 5A41:CONDITIONS OF DESIGNATION 296 PETROLEUM TRANSMISSION PURPOSES

[AM83]

1.0 PURPOSE OF DESIGNATION

1.1 The designation by The New Zealand Refining Company Limited (NZRC) is for the operation, maintenance and repair, upgrade and renewal of the existing petroleum transmission pipeline and ancillary facilities as required for the transportation of refined fuel products and described as follows:

(i) the existing 275mm petroleum transmission pipeline

(ii) the existing isolation valves

(iii) cathodic protection terminals

(iv) surface marker posts and warning signage

located between Mean High Water Springs of the Manukau Harbour at Ambury Park and the Wiri Oil Services Terminal at 149 Roscommon Road, Wiri, Manukau City.

The designation is subject to the following limitations:

- Renewal shall be limited to works on the petroleum transmission pipeline and will be limited to the replacement of sections of the pipeline with sections having equivalent diameter and maximum allowable operating pressure of 9.0 MPa, and no more than 20 lineal metres of pipeline will be excavated within any 14 calendar day period.

- Upgrade will be limited to adding or replacing above ground components, provided the relevant district plan permitted activity standards are complied with and the maximum allowable operating pressure is not increased. Above ground components are limited to:

  1.the existing isolation valves

  2.the existing cathodic protection terminals

  3.surface marker posts; and

  4.warning signage

- All activities within road reserve shall be in accordance with the requirements of the *Code of Practice for Working in the Road*, Auckland Region.

- All activities within land other than the road reserve shall be in accordance with the Guide to Land Access for the Oil and Gas Industry and Landowners.

1.2 The designation affects land legally described in Appendix III "List of Property Owners located along the RAP Route" to the Notice of Requirement.

2.0 RESTRICTIONS OF DESIGNATION

2.1 No person shall:

- erect any structure, or
- plant any tree or shrub, or
- disturb the soil below a depth of 0.4m, or
- do anything on or to the land which would or could damage or endanger the pipeline

without first obtaining the written consent of NZRC.

For the avoidance of doubt, such written consent shall not be required for ordinary cultivation, digging, excavating, tilling and working soil to a depth of less than 0.4m or where NZRC has provided specific written approval prior to the designation coming into effect. A minimum of 1m cover shall remain above the top of the pipe after any ordinary cultivation, digging or excavation has taken place.

Landowners and/or developers can apply to NZRC for consent to do any work on the land within the designation corridor. NZRC will review each application with the landowner and/or developer and work to achieve the most suitable outcome for all parties. NZRC may give its written consent subject to reasonable conditions including the power to revoke the consent in specified circumstances.

NZRC agrees to not unreasonably withhold its consent.

Works or activities that would or could damage or endanger the pipeline include, for example, the use of heavy compaction or vibration machinery and equipment, piledriving machinery and equipment, trenching, excavation or drilling (including micro drilling and directional drilling).

2.2 No person shall undertake road opening, trenching, excavation or drilling (including micro drilling and directional drilling), or lay underground high voltage power lines >450v either in parallel with or intersecting NZRC's petroleum pipeline, without first obtaining NZRC's written approval.

2.3 However, the restrictions in 2.1 and 2.2 above do not apply, and NZRC's consent is not required under section 176 of the Resource Management Act 1991 to the following activities, provided that a Road Opening Notice has been obtained from the Manukau City Council.

- Any road widening or associated works in accordance with any existing road designation;
- Any repair, maintenance or upgrade to existing road surface;
- Any repair, maintenance or upgrade to any existing network utility infrastructure.

Provided in all cases that:

- Soil is not disturbed below a depth of 0.4m from the surface; and
- After works, the finished surface level is not reduced below the pre-existing surface datum.

Where works in the above categories would exceed a depth of 0.4m from the surface and/or after completion of such works the finished surface level is proposed to be reduced below the pre-existing surface datum then application shall be made to NZRC for consent to do the works. NZRC will review each application with the applicant and work to achieve the most suitable outcome for all parties. NZRC may give its written consent subject to reasonable conditions, and agrees not to unreasonably withhold its consent.

Emergency works may be performed in line with the Vector advice booklet by excavation to 0.4m depth and thereafter the use of hand tools only. Emergency operations should be notified immediately to NZRC or their agent (Vector Gas Ltd) who provide an on-call service outside of normal working hours.

3.0 CONDITIONS

3.1 Subject to these conditions, works shall be undertaken in general accordance with the plans and information submitted by the requiring authority in support of the Notice of Requirement in the documents entitled "Proposed Designation Relating to the Refinery to Auckland Pipeline".

3.2 The maximum width of the designation shall be as follows:

- For land, not including roads and rail corridor 12 metres
- For land comprising roads and rail corridor under which the pipeline crosses, or is contained within, 6 metres.

For the avoidance of doubt, where the designation applies to road or rail corridors the designation shall not extend across any adjacent private property, except to the extent that private property is subject to an easement in favour of NZRC.

3.3 All pipeline maintenance, repair, upgrade and renewal activities within road reserves that involve excavation shall be pursuant to a Road Opening Notice and shall be subject to the Road Opening Notice requirements of the Council and carried out in accordance with the *Code of Practice for Working in the Road*, Auckland Region.

3.4 All pipeline maintenance, repair, upgrade and renewal activities outside road reserves that involve excavation shall be in accordance with the Guide to Land Access for the Oil and Gas Industry and Landowners.

3.5 Where maintenance, repair, upgrade and renewal activities involving excavation are undertaken pursuant to the designation, appropriate sediment and erosion measures shall be employed, in accordance with Chapter 9 of the Manukau City Council Operative Plan 2002.

3.6 NZRC shall at all times ensure that access between parts of any property held in single ownership temporarily severed by maintenance, repair, upgrade and renewal activities is maintained to a level that will enable, as far as practicable, normal activities on the property to continue.

3.7 Within road reserves scheduled maintenance, repair, upgrade or renewal work and associated activities shall be limited to between the hours of 7am and 7pm, Monday to Saturday (excluding public holidays) except:

- Where otherwise stated in a Traffic Management Plan, to the satisfaction of the Council; or
- With the prior approval of the Council.

3.8 All works or activities related to the designation shall be undertaken in compliance with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).

3.9 The noise from maintenance works, repair, upgrade and renewal activities shall be measured, assessed and controlled in accordance with the procedures and limits set out in NZS 6803: 1999 Acoustics — Construction Noise.

3.10 NZRC shall consult with Transit New Zealand at least 30 working days prior to carrying out any works or activities on, in or under State Highways, except in emergency situations.

3.11 NZRC shall consult with the Council at least 30 working days prior to carrying out any works or activities on, in or under Council-controlled roads, except in emergency situations.

3.12 The Requiring Authority shall respond within 15 working days of receiving any request for its written approval under section 176 of the Resource Management Act 1991.

SCHEDULE 5A42:CONDITIONS ON DESIGNATION NO 297 OTAHUHU SUBSTATION

[AM93]

Description

The designation is for the operation, maintenance and upgrade of the existing Otahuhu Substation, the construction of a new 200-kV substation, installation of 220-kV underground cable circuits, and associated works as part of the upper North Island Grid Upgrade Project, works associated with other upgrade projects, and ancillary activities.

The nature of the works is described more particularly in Part IV (excluding section 12 in relation to suggested conditions), and also in Parts II and X of the Notices of Requirement Documentation (dated April 2007).

Conditions

Cultural / spiritual

1. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

   (b) the site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;

   (c) the site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Manukau City Council and, in the case of human remains, the New Zealand Police; and

   (d) the notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site.

Electric and Magnetic Fields (EMF)

2. The works shall be designed and constructed to limit the EMF exposure at or beyond the secure boundary of the substation site to the International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time-varying electric, magnetic, and electromagnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494–522) (ICNIRP Guidelines) public reference levels of 5 kV/m for electric fields and 100 μT for magnetic flux density at one metre above ground level under maximum normal operating conditions (ie, when there are no faults in the transmission system).

Radio frequency interference

3. All works shall be designed to comply with NZS 6869:2004 Limits and Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems, 0.15 to 1000 MHz.

Earth potential rise

4. In designing and constructing the work, Transpower shall give consideration to third-party conductive services to ensure compliance with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997 as in force at the date of confirmation of the designation.

5. Substation earth grids shall be designed, built, and tested to ensure electrical safety at or beyond the designation boundary in accordance with Transpower Standard TP.DS.52.01, Issue 2, January 2005.

Light spill

6. All exterior lighting shall be designed to comply with:

   (a) AS/NZS 1158 Lighting for Roads and Public Spaces 2005 Part 3.1; and

   (b) Transpower's Requirements for Outdoor Switchyard Lighting Policy, TP GS 41.01, Issue 3, April 2006; and

   (c) AS 4282 1997, Control of Obtrusive Effects of Outdoor Lighting.

Operational noise

7. Any new equipment (such as transformers, fans and circuit breakers) required as part of the Upper North Island Grid Upgrade Project shall be designed and operated to ensure that the following noise limits shall not be exceeded:

   (a) Within the boundary of any Business Zone site or any Open Space Zone outside of the designation:

   All times 55 dBA L_{10}

   (b) At or within the boundary of any residentially zoned site outside of the designated area:

   All days 7 am to 10 pm 50 dBA L_{10}

   All nights 10 pm to 7 am 40 dBA L_{10}

   All nights 10 pm to 7 am 70 dBA L_{max}

8. Sound levels shall 0be assessed in accordance with NZS6802:1991 Assessment of Environmental Sound.

9. A design report shall be provided to the satisfaction of the Manukau City Council prior to the installation of any new noise generating substation equipment that demonstrates compliance with these limits.

10. Within one month of installation, the new equipment shall be assessed at source for its sound power level using EN60076-10:2001-05 Power Transformers Part 10 Determination of Sound Levels. Sound levels shall then be predicted at the designation boundary. Monitoring and prediction shall be undertaken by a suitably qualified and experienced person within one month of the commissioning of any new equipment. The results of the noise monitoring shall be made available to the Manukau City Council upon request.

11. Transpower shall review the noise levels and report to Manukau City Council at the time of each designation roll-over on progress that has been made to reduce noise levels progressively as a result of any necessary replacement of transformers.

Advice note:

1. The existing noise levels at the Otahuhu Substation (except for construction and maintenance works) have been predicted as 52 dBA L10 at Nos 8, 12 and 16 Waipapa Crescent. These sound levels contain special audible characteristics and an assessment using NZS6802:1991 would cause any performance standard to be reduced by 5 dB.

Vibration

12. Vibration from all construction activities shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150-3 (1999-02) Structural Vibration – Effects of Vibration on Structures.

Hazardous substances

13. Any part of the facility containing oil shall be designed to comply with Transpower's Oil Spill Management Policy (TPG:GS.54.01), Issue 2, June 2002.

Construction Management Plan (CMP)

14. At least 30 days prior to commencement of any construction activity on the site, Transpower shall submit a construction management plan to the Council's Consents Officer. The Council's Consents Officer shall respond within 20 working days indicating whether approval is given or refused.

    Approval shall not be unreasonably withheld. The construction management plan shall detail:

    (a) the proposed earthworks methodology;

    (b) storage and reuse of topsoil;

    (c) on- and off-site disposal of soil;

    (d) silt and dust control;

    (e) traffic management for delivery of substation equipment and materials (excluding transformers) and general construction activities;

    (f) temporary equipment storage;

    (g) site security and lighting;

    (h) procedures for temporary storage and handling of hazardous substances, including insulation oil;

    (i) compliance with designation conditions, including (where applicable) for:

        (i) noise;

        (ii) hours of operation;

(iii) accidental discovery protocol;

(iv) protection of known archaeological sites;

(j) community information and liaison (including local marae); and

(k) procedure for managing the accidental discovery of archaeological sites or sites of significance to Maori, including contractor training prior to commencement of work.

Construction and maintenance noise

15. Subject to condition 16, all construction and maintenance work shall be designed, managed and conducted to ensure that construction and maintenance noise from the site does not exceed the limits in NZS6803:1999 Acoustics–Construction Noise at locations set out in section 6.2 of that standard.

16. The noise limits shall not apply to emergency work required to re-establish continuity of supply, work urgently required to prevent loss of life or other personal injury, or commissioning works at the substation site, but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects, particularly at times when the stricter noise limits apply (eg, at night-time).

17. Prior to any significant construction work taking place, including any earthworks, a noise management plan shall be prepared, with the assistance of a suitably qualified and experienced person, that sets out the management procedures in terms of section 8 and Annex E of NZS6803:1999 and the works shall be undertaken in accordance with that noise management plan.

18. The noise management plan required by condition 17 shall be submitted to Council's Consents Manager for approval, at least 20 working days prior to the works commencing. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

SCHEDULE 5A43:CONDITIONS ON DESIGNATION NO 298 PAKURANGA SUBSTATION

[AM93]

Description

The designation is for the ongoing use, maintenance and operation of the Pakuranga Substation, the development of the substation site as part of the upper North Island Grid Upgrade Project, involving the replacement, operation and maintenance of the existing substation and the construction of a new 220-kV substation, installation of 220-kV underground cable circuits and associated works, and works associated with other upgrade projects, and ancillary activities.

The nature of the works is described more particularly in Part III (excluding section 12 in relation to suggested conditions), and also in Parts II and X of the Notices of Requirement Documentation (dated April 2007).

Conditions

Documents

1. The initial construction works associated with the North Island Grid Upgrade Project shall be generally in accordance with the plan entitled Pakuranga Substation *NIGUP–Stage 2 Layout–Isometric*, NTS 16/03/2007 PAKSKE1002-1, being page 10 of Part III of the Notices of Requirement Documentation (dated April 2007).

Cultural / spiritual

2. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

   (b) the site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;

   (c) the site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Manukau City Council and, in the case of human remains, the New Zealand Police; and

   (d) the notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site.

Landscaping

3. A visual mitigation and ecological planting plan shall be prepared for the site and submitted at least two months prior to construction of works associated with the Upper North Island Grid Upgrade Project to Manukau City Council's Manager-Resource Consents and Compliance, for approval/certification. The Manager-Resource Consents and Compliance shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld. The plan shall be in general accordance with the landscape mitigation

concept plan being Map 1 of Appendix V and (subject to archaeological condition 6(d)) shall consist of:

(a) planting around the south and west sides of the substation site;

(b) planting native plants indigenous to the locality on the terrace on the south and west sides of the substation site adjacent to the substation platform, to connect with and extend restoration of the headwaters of the Pakuranga Creek, and including species such as kahikatea, totara, kanuka and cabbage trees, and such other species as are common to the locality;

(c) a description of the name (including botanical), numbers, location, spacing and size of the plant species to be used in mitigation and ecological planting;

(d) provided that suitable sources are available, all indigenous plants shall be propagated from a local, naturally occurring, source.

4. Once approved, the visual mitigation and ecological planting plan required under condition 3 may be altered or updated at any time with the approval of the Manager–Resource Consents and Compliance. The Manager shall not unreasonably withhold his or her approval, in particular for any changes to the plan required as a result of expansion of facilities within the substation site, irrespective of whether the extent of landscaping is reduced as a result of that expansion.

5. Transpower shall implement the visual mitigation and ecological planting plan within the first planting season following completion of bulk earthworks on the site; and shall thereafter maintain the planting to the satisfaction of Manukau City Council's Manager–Resource Consents and Compliance.

Archaeology: known archaeological sites R11/2381, R11/2382 and R11/2398

6. Before any works are carried out associated with the underground cable installation within the substation site for the Upper North Island Grid Upgrade Project, Transpower shall undertake the following:

(a) Sites R11/2381 and R11/2382 shall be subject to cadastral survey prior to Site Works Plans being finalised.

(b) Should it be practicable to avoid either or both of the sites, the site or sites should be marked on all construction plans and have temporary fencing or barriers around their extent during construction to avoid accidental damage.

(c) All works in the stormwater management area south-east and adjacent to the Pakuranga Substation, where significant earthworks have not occurred in the past and, involving the stripping of topsoil, should be monitored by an archaeologist.

(d) Any planting plan developed in accordance with condition 3 should either avoid the midden sites, should it be determined that parts of them will remain after construction, or involve replanting with shallow-rooted species.

Advice notes:

1. Maintaining the archaeological sites in mown grass would be the most desirable outcome.

2. This condition is subject to any conditions of any archaeological authority granted under the Historic Places Act 1993.

Electric and Magnetic Fields (EMF)

7. The works shall be designed and constructed to limit the EMF exposure at or beyond the secure boundary of the substation site to the *International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time-varying electric, magnetic, and electromagnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494–522)* (ICNIRP Guidelines) public reference levels of 5 kV/m for electric fields and 100 μT for magnetic flux density at one metre above ground level under maximum normal operating conditions (ie, when there are no faults in the transmission system).

Radio frequency interference

8. All works shall be designed to comply with NZS 6869:2004 *Limits and Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems, 0.15 to 1000 MHz*.

Earth potential rise

9. In designing and constructing the work, Transpower shall give consideration to third-party conductive services to ensure compliance with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997 as in force at the date of confirmation of the designation.

10. Substation earth grids shall be designed, built, and tested to ensure electrical safety at or beyond the designation boundary in accordance with Transpower Standard TP.DS.52.01, Issue 2, January 2005.

Light spill

11. All exterior lighting shall be designed to comply with:

    (a) AS/NZS 1158 *Lighting for Roads and Public Spaces* 2005 Part 3.1; and

    (b) Transpower's *Requirements for Outdoor Switchyard Lighting Policy* TP GS41.01, Issue 3, April 2006.

Operational noise

12. All activities within the designation (except for construction and maintenance) shall be designed and operated to ensure that the following noise limits shall not be exceeded at or within the boundary of any residentially zoned site:

    All days 7.00 am to 10 pm 45 dBA L_{10}

    All nights 10 pm to 7 am 35 dBA L_{10}

    All nights 10 pm to 7 am 70 dBA L_{max}

13. Sound levels shall be measured and assessed in accordance with NZS6801:1991 *Measurement of Sound* and NZS6802:1991 *Assessment of Environmental Sound*.

14. Sound monitoring shall be undertaken by a suitably qualified and experienced person within one month of the commissioning of any new transformer. The results of the noise monitoring shall be made available to the Manukau City Council upon request.

Vibration

15. Vibration from all construction activities shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150-3 (1999-02) *Structural Vibration – Effects of Vibration on Structures*.

Hazardous substances

16. Any part of the facility containing oil shall be designed to comply with Transpower's *Oil Spill Management Policy* (TPG:GS.54.01), Issue 2, June 2002.

Construction Management Plan (CMP)

17. At least 30 days prior to commencement of any construction activity on the site, Transpower shall submit a construction management plan to the Council's Consents Officer. The Council's Consents Officer shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld. The construction management plan shall detail:

    (a) the proposed earthworks methodology;

    (b) storage and reuse of topsoil;

    (c) on- and off-site disposal of soil;

    (d) silt and dust control;

    (e) traffic management for delivery of substation equipment and materials (excluding transformers) and general construction activities;

    (f) temporary equipment storage;

    (g) site security and lighting;

    (h) procedures for temporary storage and handling of hazardous substances, including insulation oil;

    (i) compliance with designation conditions, including (where applicable) for:

        (i) noise;

        (ii) hours of operation;

        (iii) accidental discovery protocol;

        (iv) protection of known archaeological sites;

    (j) community information and liaison (including local marae); and

    (k) procedure for managing the accidental discovery of archaeological sites or sites of significance to Maori, including contractor training prior to commencement of work.

Construction and maintenance noise

18. Subject to condition 19, all construction and maintenance work shall be designed, managed and conducted to ensure that construction and maintenance noise from the site does not exceed the limits in NZS6803:1999 *Acoustics–Construction Noise* at locations set out in section 6.2 of that standard.

19. The noise limits shall not apply to emergency work required to re-establish continuity of supply, work urgently required to prevent loss of life or other personal injury, or commissioning works at the substation site, but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects, particularly at times when the stricter noise limits apply (eg, at night-time).

20. Prior to any significant construction work taking place, including any earthworks, a noise management plan shall be prepared, with the assistance of a suitably qualified and experienced person, that sets out the management procedures in terms of section 8 and Annex E of NZS6803:1999; and the works shall be undertaken in accordance with that noise management plan.

21. The noise management plan required by condition 20 shall be submitted to Council's Consents Manager for approval, at least 20 working days prior to the works commencing. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

Traffic Management Plan (TMP)

22. A traffic management plan (TMP) shall be prepared in relation to the transformer transportation from the port of arrival to the substation, after consultation with the following:

    (a) the relevant road-controlling authorities;

    (b) New Zealand Transport Agency (NZTA);

    (c) New Zealand Police; and

    (d) key stakeholders identified by the organisations listed above in (a)–(c).

23. The TMP shall be submitted to the Manukau City Council and NZTA for approval at least one month prior to transformer transportation to the substation site. Manukau City Council and NZTA shall respond within 20 working days indicating whether approval is given or refused (such approval shall not be unreasonably withheld). The TMP shall contain a methodology statement specifying the route and providing full details of:

    (a) deviations to avoid low over-bridges;

    (b) temporary bridge strengthening (where required);

    (c) road closures or other temporary traffic control measures required; and

    (d) contingency plans, should the transporter have mechanical problems.

Construction traffic

24. During construction associated with the 220-kV switchyard, all access to the substation site associated with construction of the substation equipment shall be via the southern connection of Golfland Drive and Botany Downs Road.

25. All parking associated with construction activities shall be provided within the substation site.

SCHEDULE 5A44: CONDITIONS ON DESIGNATION NO 299 BROWNHILL SUBSTATION

[AM93]

Description

The designation is for the construction, operation and maintenance of a transition station to connect the underground cable and overhead lines section of the upper North Island Grid Upgrade Project, including Tower 5 of the overhead line and additional support structures, and parts of the underground cables connecting with Pakuranga and Otahuhu Substations. Other works included in the designation on a staged basis are a 220-kV Gas-Insulated Switchgear (GIS) switching station and a 400-kV GIS substation and associated works as part of the upper North Island Grid Upgrade Project, and ancillary activities.

The nature of the works is described more particularly in Part V (excluding section 13 in relation to suggested conditions), and also in Parts II and X, of the Notices of Requirement Documentation (dated April 2007).

Conditions

Documents

1. The initial works to give effect to the designation of the Brownhill Transition Station/Substation shall be generally in accordance with Map 2 of Appendix V.

2. Tower 5 shall be a single-pole structure (monopole) and tower 4 shall be a six-pole termination structure.

Cultural/spiritual

3. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

   (b) the site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;

   (c) the site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Manukau City Council and, in the case of human remains, the New Zealand Police; and

   (d) the notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site.

Electric and Magnetic Fields (EMF)

4. The works shall be designed and constructed to limit the EMF exposure at or beyond the secure boundary of the substation site to the *International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time-varying electric, magnetic, and electromagnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494–522)* (ICNIRP Guidelines) public reference levels of 5 kV/m for electric fields and 100 μT for magnetic flux

density at one metre above ground level under maximum normal operating conditions (ie, when there are no faults in the transmission system).

Radio frequency interference

5. All works shall be designed to comply with NZS 6869:2004 *Limits and Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems, 0.15 to 1000 MHz*.

Earth potential rise

6. In designing and constructing the work, Transpower shall give consideration to third-party conductive services to ensure compliance with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997 as in force at the date of confirmation of the designation.

7. Substation earth grids shall be designed, built, and tested to ensure electrical safety at or beyond the designation boundary in accordance with Transpower Standard TP.DS.52.01, Issue 2, January 2005.

Light spill

8. All exterior lighting shall comply with Transpower's *Requirements for Outdoor Switchyard Lighting Policy*, TP GS 41.01, Issue 3, April 2006.

Operational noise

9. All activities within the site (except for construction and maintenance) shall be designed and operated to ensure that the following noise limits shall not be exceeded beyond the boundary of the designation:

   All days 7 am to 10 pm 55 dBA L_{10}

   All nights 10 pm to 7 am 45 dBA L_{10}

   All nights 10 pm to 7 am 75 dBA L_{max}

   except that any standby generators may operate at a noise level not exceeding 55 dBA L_{10} at all times, measured within the notional boundary of any dwelling. Reliance on this limit should not exceed more than one successive night time period (10 pm to 7 am). Standby generators shall only be operated for maintenance purposes between the hours of 7 am to 10 pm.

10. All activities within the site (except for construction and maintenance) shall be designed and operated to ensure that the following noise limits shall not be exceeded within the notional boundary of any dwelling existing at the date of lodgement of the Notice of Requirement:

    All days 7 am to 10 pm 45 dBA L_{10}

    All nights 10 pm to 7 am 35 dBA L_{10}

    All nights 10 pm to 7 am 65 dBA L_{max}

11. Sound levels shall be measured and assessed in accordance with NZS6801:1991 *Measurement of Sound* and NZS6802:1991 *Assessment of Environmental Sound*.

12. Sound monitoring shall be undertaken by a suitably qualified and experienced person within one month of the commissioning of any new transformer. The results of the noise monitoring shall be made available to the Manukau City Council upon request.

Vibration

13. Vibration from all construction activities shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150-3 (1999-02) *Structural Vibration – Effects of Vibration on Structures*.

Hazardous substances

14. Any part of the facility containing oil shall be designed to comply with Transpower's *Oil Spill Management Policy* (TPG:GS.54.01), Issue 2, June 2002.

Visual mitigation and revegetation plan

15. A visual mitigation and revegetation planting plan shall be prepared for the site and submitted at least two months prior to the commencement of initial construction on-site to Manukau City Council's Manager–Resource Consents and Compliance for approval/certification. The Manager, Resource Consents and Compliance shall respond within 20 working days indicating whether approval is given or refused. Such approval shall not be unreasonably withheld. The plan shall be in general accordance with the landscape mitigation concept plan (Map 3 of Appendix V) and shall consist of:

    (a) excess cut and topsoil from the construction site shall be contoured to increase the height of the spur east of the substation platform and improve the growing conditions for screen planting proposed for this spur;

    (b) fast-growing trees typical of rural landscapes shall be planted on the spur, with the intention of reducing visibility of the substation site from the east;

    (c) native revegetation planting shall be carried out on lower slopes of the spur. This planting shall be similar in type to that undertaken in the rural residential subdivision on the opposite side of Brownhill Road. It shall be planted to the property boundary adjacent to the Turanga Creek. The intention of this planting is to provide longer-term screening and ecological and amenity benefit;

    (d) native revegetation planting will be carried out on the spur north-west of the substation platform to provide partial screening from the Regis Park area. Species shall include kanuka, totara and rewarewa;

    (e) native revegetation planting shall be carried out in the valley south-west of the substation site. The intention of this planting is to provide ecological and amenity benefits;

    (f) a description of the name (including botanical), numbers, location, spacing and size of the plant species to be used in mitigation and ecological planting;

    (g) as far as practicable, all indigenous plants shall be propagated from a local, naturally occurring source.

16. Once approved, the visual mitigation and revegetation planting plan required under condition 15 may be altered or updated at any time with the approval of the Manager–Resource Consents and Compliance. The Manager shall not unreasonably withhold his or her approval,

and in particular for any changes to the plan required as a result of expansion of facilities within the substation site, irrespective of whether the extent of landscaping is reduced as a result of that expansion.

17. Transpower shall implement the visual mitigation and revegetation planting plan within the first planting season following completion of bulk earthworks and shall thereafter maintain the planting to the satisfaction of Manukau City Council's Manager–Resource Consents and Compliance.

Construction Management Plan (CMP)

18. At least 30 days prior to commencement of any construction activity on the site, Transpower shall submit a construction management plan to the Council's Consents Officer. The Council's Consents Officer shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld. The construction management plan shall detail:

    (a) the proposed earthworks methodology;

    (b) storage and reuse of topsoil;

    (c) on- and off-site disposal of soil;

    (d) silt and dust control;

    (e) traffic management for delivery of substation equipment and materials (excluding transformers) and general construction activities;

    (f) temporary equipment storage;

    (g) site security and lighting;

    (h) procedures for temporary storage and handling of hazardous substances, including insulation oil;

    (i) compliance with designation conditions, including (where applicable) for:

        (i) noise;

        (ii) hours of operation;

        (iii) accidental discovery protocol;

        (iv) protection of known archaeological sites;

    (j) community information and liaison (including local marae); and

    (k) procedure for managing the accidental discovery of archaeological sites or sites of significance to Maori, including contractor training prior to commencement of work.

Construction and maintenance noise

19. Subject to condition 20, all construction and maintenance work shall be designed, managed and conducted to ensure that construction and maintenance noise from the site does not exceed the limits in NZS6803:1999 *Acoustics–Construction Noise* at locations set out in section 6.2 of that standard.

20. The noise limits shall not apply to emergency work required to re-establish continuity of supply, work urgently required to prevent loss of life or other personal injury, or commissioning works at the substation site, but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects particularly at times when the stricter noise limits apply (eg, at night-time).

21. Prior to any significant construction work taking place, including any earthworks, a noise management plan shall be prepared, with the assistance of a suitably qualified and experienced person, that sets out the management procedures in terms of section 8 and Annex E of NZS6803:1999; and the works shall be undertaken in accordance with that noise management plan.

22. The noise management plan required by condition 21 shall be submitted to Council's Consents Officer for approval, at least 20 working days prior to the works commencing. The Council's Consents Officer shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

Traffic Management Plan (TMP)

23. A traffic management plan (TMP) shall be prepared in relation to the transformer transportation from the port of arrival to the substation site, after consultation with:

    (a) the relevant road-controlling authorities;

    (b) New Zealand Transport Agency (NZTA);

    (c) New Zealand Police; and

    (d) key stakeholders identified by the organisations listed above in (a)–(c).

24. The TMP shall be submitted to the Manukau City Council and NZTA for approval at least one month prior to transformer transportation to the substation site. Manukau City Council and NZTA shall respond within 20 working days indicating whether approval is given or refused (such approval shall not be unreasonably withheld). The TMP shall contain a method statement specifying the route and providing full details of:

    (a) deviations to avoid low over-bridges;

    (b) temporary bridge strengthening (where required);

    (c) road closures or other temporary traffic control measures required; and

    (d) contingency plans, should the transporter have mechanical problems.

Brownhill Road upgrade

25. After installation of the cables, Transpower shall after consultation with Manukau City Council upgrade the surface of Brownhill Road to the entrance to the substation site to meet Manukau City Council's minimum design standards for rural roads as defined in their Engineering Quality Standard R16–*Rural Road "Minimum Standard"*.

SCHEDULE 5A45:CONDITIONS ON DESIGNATION NO 300 BROWNHILL SUBSTATION TO PAKURANGA SUBSTATION UNDERGROUND ELECTRICITY CABLE

[AM93]

Description

The designation is for the construction, operation and maintenance of a double-circuit underground 220-kV cable as part of the upper North Island Grid Upgrade Project, to convey electricity between the Pakuranga Substation and the substation site at Brownhill Road, and ancillary activities.

The nature of the work is described more particularly in Part VI (excluding section 12 in relation to suggested conditions), and also in Parts II and X of the Notices of Requirement Documentation (dated April 2007).

Conditions

Documents

1. The initial works to give effect to the designation of the Pakuranga to Brownhill underground cable shall be generally in accordance with Maps 8–12 of Appendix V.

Cultural/spiritual

2. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

   (b) the site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;

   (c) the site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Manukau City Council and, in the case of human remains, the New Zealand Police; and

   (d) the notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site.

Magnetic Fields (MF)

3. The works shall be designed and constructed to limit the magnetic field exposure to the *International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time varying electric, magnetic and electromagnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494–522)* (ICNIRP Guidelines) public reference levels of 100 μT for magnetic flux density when measured at one metre above ground level directly above any cable under normal operating conditions (ie, when there are no faults in the transmission system).

4. In order to reduce long-term public exposure to MFs no habitable buildings shall be constructed within the designation corridor for the underground cable.

Radio frequency interference

5. All works shall be designed to comply with NZS 6869:2004 *Limits and Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems*, 0.15 to 1000 MHz.

Earth potential rise / induced voltages

6. The works shall be designed and constructed to comply with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997 as in force at the date of confirmation of the designation.

7. The works shall be designed and constructed so as not to cause existing assets of other utilities to be non-compliant with AS/NZS 4852:2000 *Electrical Hazard on Metallic Pipelines*.

Existing utilities

8. Transpower shall liaise with all relevant utility operators during the detailed design and subsequent construction processes prior to undertaking any work pursuant to this designation and shall ensure that:

   (a) it is aware of the location of all utility services existing at the time of construction in or adjacent to the designation; if necessary, exploratory excavation shall be undertaken;

   (b) to the greatest extent practicable, all utility services existing at 28 May 2007 (being the date the Notice of Requirement was lodged) located in or adjacent to the designation are protected from any activity associated with the Upper North Island Grid Upgrade Project which may interfere with the proper functioning of the services;

   (c) if it is not practicable to avoid a reduction in the level of service in accordance with (b) above, or if services are otherwise damaged, all utility services existing at 28 May 2007 located in or adjacent to the designation are repaired or relocated at Transpower's expense, to the reasonable satisfaction of the affected utility operator; and

   (d) reasonable access to existing utility services located in or adjacent to the designation are able to be accessed during construction.

9. Nothing in condition 8 (c) requires Transpower to:

   (a) provide compensation to any affected utility operator for indirect costs, such as for delays and inconvenience caused; and

   (b) put the owner of the utility services in a better position than if the Upper North Island Grid Upgrade Project had not been proposed or installed.

Construction Management Plan (CMP)

10. At least 30 working days prior to commencing any construction activity along the designated underground cable route, Transpower shall submit a Construction Management Plan (CMP) to Manukau City Council for approval. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be

unreasonably withheld. The construction management plan shall outline Transpower's intended approach to:

(a) the proposed construction methodology;

(b) storage and reuse of top soil, including stockpiling areas;

(c) on- and off-site disposal of spoil;

(d) silt and dust control, during earthwork stages;

(e) groundwater and stormwater management, treatment and disposal;

(f) traffic/property access management;

(g) contaminated land management procedures;

(h) construction hours;

(i) existing network utilities protocols and guidelines;

(j) access and utilities management;

(k) subject to other specific conditions, cultural protocols and archaeological requirements;

(l) land stability management and water quality and sediment controls;

(m) vegetation disturbance/removal and replacement;

(n) management of construction activities;

(o) contractor training, including health and safety;

(p) the intended construction programme, including staging if appropriate;

(q) management of construction noise;

(r) community information and liaison;

(s) temporary activities and equipment storage in specified areas;

(t) contractor car parking in specified areas;

(u) security and lighting during construction; and

(v) situations where the proposed cable depth could differ from the 1500 mm shown on Maps 6 or 7 of Appendix V, including likely reasons for differing depth and means of resolving any issues arising from that depth.

11. In preparing the CMP in accordance with condition 10, the following minimum requirements shall be met:

(a) quality soil shall be reused, where appropriate, and suitable stockpiling areas shall be identified;

(b) spoil which is not reused in construction shall be disposed of at appropriate facilities;

(c) dust on-site shall be minimised to ensure that there is no dust nuisance off-site as a result of the works. Such minimisation could include spraying with water or covering of areas;

(d) clean stormwater shall be directed away from bare or earthworked areas and sediment laden runoff shall be properly controlled and managed to minimise any discharge of sediments into watercourses;

(e) as far as practicable, disturbance to riparian areas and stream banks and beds shall be minimised during construction;

(f) measures for testing and removing any contaminated land along the route shall be developed;

(g) liaison with existing utility providers with underground services within the designated route shall be undertaken;

(h) adequate measures shall be implemented so as to avoid land slope failure;

(i) when construction is taking place within the dripline of any tree over two metres in height to be retained on a public road or other public or private land, a qualified arborist shall be engaged to advise on the best method of root pruning and for continuing long-term avoidance of root interference with the cable;

(j) site contractors shall have available at all working times, at an accessible place along the cable route, copies of all designation and consent conditions, the approved *Construction Management Plan and the Draft Protocols entitled Transpower Grid Upgrade Project Protocol for Dealing with Koiwi or Taonga Unearthed During Construction and the Discovery of Sites of Significance, Wahi Tapu, Heritage Sites and Archaeological Sites* (or updated document). Transpower shall ensure that the contractors understand the designation conditions and consent conditions;

(k) Transpower shall notify Manukau City Council and Auckland Regional Council in writing at least 10 working days before commencing works (including a separate notification for works commencing in Turanga Creek, Mangemangeroa Stream and Otara Creek), and shall notify the Councils that works have been completed within 10 working days following completion of the works;

(l) parties adjacent to the route shall be notified prior to commencement of works and shall be regularly updated;

(m) temporary activities, such as equipment storage shall be undertaken in suitably located areas (ie, not within 20 metres of a watercourse);

(n) contractor car parking shall be suitably located, so as to not prevent property access; and

(o) work sites shall be secure and illuminated to restrict access as appropriate.

Advice note:

1. *Where the CMP requires Transpower to give notice to the Council, that notice can be given progressively, as stages of the work are complete.*

Construction hours

12. Construction hours shall be as follows:

    Monday to Friday: 7 am to 6 pm

    Saturday: 8 am to 1 pm

    Sundays and public holidays: No work

    except where work is necessary outside the specified days or hours for the following purposes:

    (a) where work is required to be planned to be carried out at low-traffic times, for example, excavation across busy roads, or cable installation;

    (b) delivery of large equipment;

    (c) emergencies;

    (d) securing of the site or removing a traffic hazard;

    (e) cable jointing in self-contained enclosures;

    (f) where the distance between the work and the nearest residence is 100 metres or more and all other conditions are met.

Construction and maintenance noise

13. Subject to condition 14, all construction and maintenance work shall be designed, managed and conducted to ensure that construction and maintenance noise along the underground cable route does not exceed the limits in NZS6803:1999 *Acoustics–Construction Noise* at locations set out in section 6.2 of that standard.

14. The noise limits shall not apply to emergency work required to re-establish continuity of electricity, communications or water supply, work urgently required to prevent loss of life or other personal injury, or commissioning works; but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects, particularly at times when the stricter noise limits apply (eg, at night time).

15. Prior to any significant construction work taking place, a noise management plan shall be prepared with the assistance of a suitably qualified and experienced person, that sets out the management procedures in terms of section 8 and Annex E of NZS6803:1999; and the works shall be undertaken in accordance with that noise management plan (other than emergency works).

16. The noise management plan required by condition 15 shall be submitted to Manukau City Council's Consents Manager for approval, at least 20 working days prior to the works commencing. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

Advice note:

1. The noise management plan required by condition 15 can be incorporated into, and be part of the construction management plan required by condition 10.

Vibration

17. Vibration from all construction activities shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150-3 (1999-02) *Structural Vibration – Effects of Vibration on Structures*.

Traffic / roading

18. Transpower shall prepare a Traffic Management Plan (TMP) which is generally consistent with *Transit New Zealand's Code of Practice for Temporary Traffic Management* (COPTTM).

19. The TMP shall be submitted to Manukau City Council's Consents Manager for approval at least 20 working days prior to commencement of underground cable construction after consultation with:

    (a) Manukau City Council;

    (b) the following key stakeholders:

        (i) emergency services (including police);

        (ii) bus operators;

        (iii) schools;

        (iv) Housing New Zealand Corporation;

    (c) any additional key stakeholders identified by Manukau City Council.

20. The Council shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

21. The TMP prepared by Transpower shall recognise that the paramount purpose of roads is the free passage of the public and its vehicles.

22. The TMP prepared by Transpower shall address and provide details of proposed works and/ or mitigation measures relating to the following matters:

    (a) the likely routes for heavy construction-related traffic;

    (b) details of any necessary road closures, diversions, or deviations which are likely to be required during construction activities, including the likely date, time and duration of such actions. As far as practicable, any necessary temporary road closures should be effected during off-peak periods;

    (c) where diversions or deviations are required, information and recommendations shall be provided by a suitably qualified and experienced traffic engineer of the traffic volumes and capacities of alternative routes, and the likely consequent effects in terms of safety and convenience. The traffic engineer shall ensure that recommended alternative routes are reasonably convenient and capable of safely accommodating diverted or deviated traffic. Transpower shall act on the recommendations of the traffic engineer in relation to alternative routes. Where traffic modelling related to specific intersections is required, the results of the modelling shall be included (see condition 23);

    (d) details of the signage intended to advise motorists, residents, stakeholders, and other road users of any road closures, diversions and delays, including examples of signage for diversion routes. Such signage shall be sufficiently clear to enable easy

understanding by the general public, and installed at appropriate locations at least seven days in advance of such road closures, diversions and delays. Such signage shall include the use of trailer-mounted electronic signs near the most affected roads;

(e) details of methods of proposed information dissemination regarding construction activities and associated traffic effects. These details shall include information regarding likely timing and duration of works, alternative routes, access to properties, and any alterations to public transport services. Methods of information dissemination shall include, but not be limited to, public notices in newspapers, radio announcements, signage, information packages, and direct contact with affected properties along those routes;

(f) inclusion of a communications plan setting out the method of consultation and liaison with key stakeholders and affected parties regarding likely timing and duration of works, alternative routes, access to properties and any alterations to public transport services;

(g) details of prior consultation or community liaison undertaken with affected residents, key stakeholders, schools, public transport providers, emergency services or representative groups regarding proposed road closures, diversions and delays, and any measures agreed with such groups to address any adverse effects or inconvenience that may arise;

(h) details of any measures for the purposes of mitigating adverse traffic effects of construction traffic, including safety matters, relating to cyclists, pedestrians, mobility impaired persons, and school children;

(i) Where the cable is proposed to be installed across major intersections and/or arterial roads carrying higher traffic volumes (such as Ti Rakau Drive, Te Irirangi Drive, Chapel Road, Springs Road, East Tamaki Road), three months prior to the commencement of construction an assessment shall be carried out by a suitably qualified and experienced traffic engineer of:

(i) the traffic volumes using such intersections or roads;

(ii) the likely levels of delays and disruptions which may be experienced as a result of cable construction; and

(iii) identification of locations where such installation works must be carried out in the most timely manner practicable (including where reasonably practicable, the use of alternative methods of installation other than trenching), so as to minimise delays or inconvenience to road users;

(j) following consultation with public transport providers, details of proposed alternative temporary changes to public transport services during the construction period including but not limited to any route diversions, timetable adjustments, temporary bus stops, and methods of communicating such matters to public transport users.

23. Transpower shall carry out traffic modelling at the intersections of Chapel Road/Maghera Drive/Armoy Drive and Haven Drive, and the crossings of Te Irirangi and Ti Rakau to assess the impact of the construction works on intersection capacity prior to completing the Construction Management Plan (CMP) and the Traffic Management Plan as required by condition 18, and incorporate any necessary specific provisions in the CMP.

Advice note:

1. The traffic management plan required by condition 18 can be incorporated into, and be part of the construction management plan required by condition 10.

Continuation of access

24. Transpower shall at all times ensure that access to any property temporarily severed by construction is maintained at a level that will enable, as far as practicable, normal operations on the property to continue.

Parking

25. Following consultation with residents, businesses and other directly affected persons, Transpower shall ensure that adequate temporary alternative car parking is provided for residents, businesses and other directly affected persons along or adjacent to the cable route, in the event that construction activity prevents or hinders usual parking. Such arrangements are to be made and advised to affected parties at least five working days prior to the commencement of the work that causes the effect.

Remediation of property, roads and footpaths

26. Other than as provided in conditions 27 and 28, Transpower shall:

    (a) within 10 working days of completion of construction on any land, reinstate any private or public land and property (excluding works in road reserves) as far as practicable to its pre-existing state. Such remediation shall include fences, gardens (excluding trees and grass) and other surface equipment or materials;

    (b) as soon as practicable after the completion of construction re-grass areas that were previously grassed.

27. Prior to commencing construction, Transpower shall undertake a carriageway condition survey of the road network along the designated route, and shall invite appropriate representatives of Manukau City Council to attend. The condition survey shall consist of a photographic or video record of the carriageway along the designated route. A copy of the record will be retained and provided to the Manukau City Council upon request.

28. As soon as practicable after the completion of construction, Transpower shall repair any damage to public carriageways and footpaths (and associated road components) resulting from the impacts of construction. Such repair may involve short-term maintenance to allow for settling and consolidation of carriageways prior to final repair.

Sandstone / Caldwells Road Intersection sight line protection

29. Transpower shall construct and install the cable in the vicinity of the Sandstone / Caldwells Road intersection in general accordance with Map 13 of Appendix V, in order to maintain the sight lines for any intersection installed in accordance with Map 14 of Appendix V.

30. Transpower shall ensure that the cable is placed in the Sandstone/Caldwells Road intersection in general accordance with Map 6 or 7 of Appendix V to a minimum depth of 1500 mm from the surface levels shown on Map 13 of Appendix V.

Brownhill Road upgrade

31. After installation of the cables, Transpower shall after consultation with Manukau City Council upgrade the surface of Brownhill Road to the entrance to the substation site to meet Manukau City Council's minimum design standards for rural roads as defined in their Engineering Quality Standard R16–*Rural Roading "Minimum Standard"*.

Road widening of Whitford Park Road

32. Transpower shall ensure that the cable is placed in Whitford Park Road at such depth as will not compromise Manukau City Council's plans to widen the road and alter its vertical alignment as shown on Maps 15–23 of Appendix V.

SCHEDULE 5A46:CONDITIONS ON DESIGNATION NO 301 BROWNHILL SUBSTATION TO OTAHUHU SUBSTATION UNDERGROUND ELECTRICITY CABLE

[AM93]

Description

The designation is for the construction, operation and maintenance of a double-circuit underground 220-kV cable as part of the upper North Island Grid Upgrade Project, to convey electricity between the Otahuhu Substation and the substation site at Brownhill Road, and ancillary activities.

The nature of the work is described more particularly in Part VII (excluding section 12 in relation to suggested conditions), and also in Parts II and X of the Notices of Requirement Documentation (dated April 2007)

Conditions

Documents

1. The initial works to give effect to the designation of the Brownhill to Otahuhu underground cable shall be generally in accordance with Maps 24–30 of Appendix V.

Cultural / spiritual

2. If any urupa, traditional sites, taonga (significant artefacts), or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

   (b) the site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;

   (c) the site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Manukau City Council and, in the case of human remains, the New Zealand Police; and

   (d) the notification in (c) above shall allow such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the exposed site.

Magnetic Fields (MF)

3. The works shall be designed and constructed to limit the magnetic field exposure to the *International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time varying electric, magnetic and electromagnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494–522)* (ICNIRP Guidelines) public reference levels of 100 µT for magnetic flux density when measured at one metre above ground level directly above any cable under normal operating conditions (ie, when there are no faults in the transmission system).

4. 4. In order to reduce long-term public exposure to MFs, no habitable buildings shall be constructed within the designated corridor for the underground cable.

Radio frequency interference

5. All works shall be designed to comply with NZS 6869:2004 *Limits and Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems, 0.15 to 1000 MHz*.

Earth potential rise / induced voltages

6. The works shall be designed and constructed to comply with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997 as in force at the date of confirmation of the designation.

7. The works shall be designed and constructed so as not to cause existing assets of other utilities to be non-compliant with AS/NZS 4852:2000 *Electrical Hazard on Metallic Pipelines*.

Existing utilities

8. Transpower shall liaise with all relevant utility operators during the detailed design and subsequent construction processes prior to undertaking any work pursuant to this designation and shall ensure that:

   (a) it is aware of the location of all utility services existing at the time of construction in or adjacent to the designation; if necessary, exploratory excavation shall be undertaken;

   (b) to the greatest extent practicable, all utility services existing at 28 May 2007 (being the date the Notice of Requirement was lodged) located in or adjacent to the designation are protected from any activity associated with the Upper North Island Grid Upgrade Project which may interfere with the proper functioning of the services;

   (c) if it is not practicable to avoid a reduction in the level of service in accordance with (b) above, or if services are otherwise damaged, all utility services existing at 28 May 2007 located in or adjacent to the designation are repaired or relocated at Transpower's expense, to the reasonable satisfaction of the affected utility operator; and

   (d) reasonable access to existing utility services located in or adjacent to the designation are able to be accessed during construction.

9. 9. Nothing in condition 8(c) requires Transpower to:

   (a) (a) provide compensation to any affected utility operator for indirect costs, such as for delays and inconvenience caused; and

   (b) put the owner of the utility services in a better position than if the Upper North Island Grid Upgrade Project had not been proposed or installed.

Archaeology: known sites R11/2333 and R11/2384

10. Before any works are carried out associated with the Upper North Island Grid Upgrade Project, Transpower shall make any minor adjustments to the location of the cable trench within the corridor to ensure that the sites R11/2333 and R11/2384 are not damaged by construction of the cable trench.

Advice note:

1. This condition is subject to any conditions of any archaeological authority granted under the Historic Places Act 1993.

Construction Management Plan (CMP)

11. At least 30 working days prior to commencing any construction activity along the designated underground cable route, Transpower shall submit a Construction Management Plan (CMP) to Manukau City Council for approval. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld. The construction management plan shall outline Transpower's intended approach to:

(a) the proposed construction methodology;

(b) storage and reuse of top soil, including stockpiling areas;

(c) on- and off-site disposal of spoil;

(d) silt and dust control, during earthwork stages;

(e) groundwater and stormwater management, treatment and disposal;

(f) traffic/property access management;

(g) contaminated land management procedures;

(h) construction hours;

(i) existing network utilities protocols and guidelines;

(j) access and utilities management;

(k) subject to other specific conditions, cultural protocols and archaeological requirements;

(l) land stability management and water quality and sediment controls;

(m) vegetation disturbance/removal and replacement;

(n) management of construction activities;

(o) contractor training, including health and safety;

(p) the intended construction programme, including staging if appropriate;

(q) management of construction noise;

(r) community information and liaison;

(s) temporary activities and equipment storage in specified areas;

(t) contractor car parking in specified areas;

(u) security and lighting during construction; and

(v) situations where the proposed cable depth could differ from the 1500 mm shown on Map 6 or 7 of Appendix V, including likely reasons for differing depth and means of resolving any issues arising from that depth.

12. In preparing the CMP in accordance with condition 11, the following minimum requirements shall be met:

(a) quality soil shall be reused, where appropriate, and suitable stockpiling areas shall be identified;

(b) spoil which is not reused in construction shall be disposed of at appropriate facilities;

(c) dust on-site shall be minimised to ensure that there is no dust nuisance off-site as a result of the works. Such minimisation could include spraying with water or covering of areas;

(d) clean stormwater shall be directed away from bare or earthworked areas and sediment laden runoff shall be properly controlled and managed to minimise any discharge of sediments into watercourses;

(e) as far as practicable, disturbance to riparian areas and stream banks and beds shall be minimised during construction;

(f) measures for testing and removing any contaminated land along the route shall be developed;

(g) liaison with existing utility providers with underground services within the designated route shall be undertaken;

(h) adequate measures shall be implemented so as to avoid land slope failure;

(i) when construction is taking place within the dripline of any tree over two metres in height to be retained on a public road or other public or private land, a qualified arborist shall be engaged to advise on the best method of root pruning and for continuing long-term avoidance of root interference with the cable;

(j) site contractors shall have available at all working times, at an accessible place along the cable route, copies of all designation and consent conditions, the approved Construction Management Plan and the Draft Protocols entitled Transpower Grid Upgrade Project Protocol for *Dealing with Koiwi or Taonga Unearthed During Construction and the Discovery of Sites of Significance, Wahi Tapu, Heritage Sites and Archaeological Sites* (or updated document). Transpower shall ensure that the contractors understand the designation conditions and consent conditions;

(k) Transpower shall notify Manukau City Council and Auckland Regional Council in writing at least 10 working days before commencing works (including a separate notification for works commencing in Turanga Creek, Mangemangeroa Stream and Otara Creek), and shall notify the Councils that works have been completed within 10 working days following completion of the works;

(l) parties adjacent to the route shall be notified prior to commencement of works and shall be regularly updated;

(m) temporary activities, such as equipment storage shall be undertaken in suitably located areas (ie, not within 20 metres of a watercourse);

(n) contractor car parking shall be suitably located, so as to not prevent property access; and

(o) work sites shall be secure and illuminated to restrict access as appropriate.

13. In preparing the CMP in accordance with condition 11, Housing New Zealand Corporation shall be consulted.

Advice note:

1. Where the CMP requires Transpower to give notice to the Council, that notice can be given progressively, as stages of the work are complete.

Construction hours

14. Construction hours shall be as follows:

Monday to Friday: 7 am to 6 pm

Saturday: 8 am to 1 pm

Sundays and public holidays: No work

except where work is necessary outside the specified days or hours for the following purposes:

(a) where work is required to be planned to be carried out at low-traffic times, for example, excavation across busy roads, or cable installation;

(b) delivery of large equipment;

(c) emergencies;

(d) securing of the site or removing a traffic hazard;

(e) cable jointing in self-contained enclosures;

(f) where the distance between the work and the nearest residence is 100 metres or more and all other conditions are met.

Construction and maintenance noise

15. Subject to condition 16, all construction and maintenance work shall be designed, managed and conducted to ensure that construction and maintenance noise along the underground cable route does not exceed the limits in NZS6803:1999 *Acoustics–Construction Noise* at locations set out in section 6.2 of that standard.

16. The noise limits shall not apply to emergency work required to re-establish continuity of electricity, communications or water supply, work urgently required to prevent loss of life or other personal injury, or commissioning works, but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects particularly at times when the stricter noise limits apply (eg, at night time).

17. Prior to any significant construction work taking place, a noise management plan shall be prepared, with the assistance of a suitably qualified and experienced person, that sets out the management procedures in terms of section 8 and Annex E of NZS6803:1999, and the works shall be undertaken in accordance with that noise management plan (other than emergency works).

18. The noise management plan required by condition 17 shall be submitted to Manukau City Council's Consents Manager for approval, at least 20 working days prior to the works commencing. The Council's Consents Manager shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

Advice note:

1. The noise management plan required by condition 17 can be incorporated into, and be part of the construction management plan required by condition 11.

Vibration

19. Vibration from all construction activities shall not exceed the limits of, and shall be measured and assessed in accordance with, German Standard DIN 4150-3 (1999-02) *Structural Vibration – Effects of Vibration on Structures*.

Traffic / roading

20. Transpower shall prepare a Traffic Management Plan (TMP) which is generally consistent with Transit *New Zealand's Code of Practice for Temporary Traffic Management* (COPTTM).

21. The TMP shall be submitted to Manukau City Council's Consents Manager for approval at least 20 working days prior to commencement of underground cable construction after consultation with:

    (a) Manukau City Council;

    (b) the following key stakeholders:

        (i) emergency services (including police);

        (ii) bus operators;

        (iii) schools;

        (iv) Housing New Zealand Corporation;

    (c) any additional key stakeholders identified by Manukau City Council.

22. The Council shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

23. The TMP prepared by Transpower shall recognise that the paramount purpose of roads is the free passage of the public and its vehicles.

24. The TMP prepared by Transpower shall address and provide details of proposed works and/ or mitigation measures relating to the following matters:

    (a) the likely routes for heavy construction-related traffic;

    (b) details of any necessary road closures, diversions, or deviations which are likely to be required during construction activities, including the likely date, time and duration of such actions. As far as practicable, any necessary temporary road closures should be effected during off-peak periods;

(c) where diversions or deviations are required, information and recommendations shall be provided by a suitably qualified and experienced traffic engineer of the traffic volumes and capacities of alternative routes, and the likely consequent effects in terms of safety and convenience. The traffic engineer shall ensure that recommended alternative routes are reasonably convenient and capable of safely accommodating diverted or deviated traffic. Transpower shall act on the recommendations of the traffic engineer in relation to alternative routes. Where traffic modelling related to specific intersections is required, the results of the modelling shall be included (see conditions 25 to 27);

(d) details of the signage intended to advise motorists, residents, stakeholders, and other road users of any road closures, diversions and delays, including examples of signage for diversion routes. Such signage shall be sufficiently clear to enable easy understanding by the general public, and installed at appropriate locations at least seven days in advance of such road closures, diversions and delays. Such signage shall include the use of trailer-mounted electronic signs near the most affected roads;

(e) details of methods of proposed information dissemination regarding construction activities and associated traffic effects. These details shall include information regarding likely timing and duration of works, alternative routes, access to properties, and any alterations to public transport services. Methods of information dissemination shall include, but not be limited to, public notices in newspapers, radio announcements, signage, information packages, and direct contact with affected properties along those routes;

(f) inclusion of a communications plan setting out the method of consultation and liaison with key stakeholders and affected parties regarding likely timing and duration of works, alternative routes, access to properties and any alterations to public transport services;

(g) details of prior consultation or community liaison undertaken with affected residents, key stakeholders, schools, public transport providers, emergency services or representative groups regarding proposed road closures, diversions and delays, and any measures agreed with such groups to address any adverse effects or inconvenience that may arise;

(h) details of any measures for the purposes of mitigating adverse traffic effects of construction traffic, including safety matters, relating to cyclists, pedestrians, mobility impaired persons, and school children;

(i) where the cable is proposed to be installed across major intersections and/or arterial roads carrying higher traffic volumes (such as Ti Rakau Drive, Te Irirangi Drive, Chapel Road, Springs Road, East Tamaki Road), three months prior to the commencement of construction an assessment shall be carried out by a suitably qualified and experienced traffic engineer of:

  (i) the traffic volumes using such intersections or roads;

  (ii) the likely levels of delays and disruptions which may be experienced as a result of cable construction; and

  (iii) (iii) identification of locations where such installation works must be carried out in the most timely manner practicable (including where reasonably practicable, the use of alternative methods of installation other than trenching), so as to minimise delays or inconvenience to road users;

(j) following consultation with public transport providers, details of proposed alternative temporary changes to public transport services during the construction period including

but not limited to any route diversions, timetable adjustments, temporary bus stops, and methods of communicating such matters to public transport users.

25. Following consultation with the Boards and/or principals of Sir Edmund Hillary College and Sancta Maria College (and any schools subsequently established with accesses and/or egresses adjacent to the underground cable route), Transpower shall ensure, as far as practicable, that works avoid school terms so as to minimise disruption to normal school activities. Details of relevant periods shall be included in the TMP.

26. Following consultation with the New Zealand Fire Service, details shall be provided in the TMP of proposed alternative access to and egress from the fire station located at 341 East Tamaki Road.

27. Transpower shall carry out traffic modelling at the intersections of Johnstones Road/Springs Road/East Tamaki Road and Chapel Road/Accent Drive/Stancombe Road to assess the impact of the construction works on intersection capacity prior to completing the Construction Management Plan and the Traffic Management Plan as required by condition 20, and incorporate any necessary specific provisions in the CMP.

Advice note:

1. The traffic management plan required by condition 20 can be incorporated into, and be part of, the construction management plan required by condition 11.

Continuation of access

28. Transpower shall at all times ensure that access to any property temporarily severed by construction is maintained at a level that will enable, as far as practicable, normal operations on the property to continue.

Parking

29. Following consultation with residents, businesses and other directly affected persons, Transpower shall ensure that adequate temporary alternative car parking is provided for residents, businesses and other directly affected persons along or adjacent to the cable route, in the event that construction activity prevents or hinders usual parking. Such arrangements are to be made and advised to affected parties at least five working days prior to the commencement of the work that causes the effect.

Remediation of property, roads and footpaths

30. Other than as provided in conditions 31 and 32, Transpower shall:

    (a) within 10 working days of completion of construction on any land, reinstate any private or public land and property (excluding works in road reserves) as far as practicable to its pre-existing state. Such remediation shall include fences, gardens (excluding trees and grass) and other surface equipment or materials;

    (b) as soon as practicable after the completion of construction, re-grass areas that were previously grassed.

31. Prior to commencing construction, Transpower shall undertake a carriageway condition survey of the road network along the designated route, and shall invite appropriate representatives of Manukau City Council to attend. The condition survey shall consist of a

photographic or video record of the carriageway along the designated route. A copy of the record will be retained and provided to the Manukau City Council upon request.

32. As soon as practicable after the completion of construction, Transpower shall repair any damage to public carriageways and footpaths (and associated road components) resulting from the impacts of construction.

Such repair may involve short-term maintenance to allow for settling and consolidation of carriageways prior to final repair.

Future roading

33. Cable installed in the vicinity of:

(a) the Redoubt Road extension between Regis Lane and Ormiston Road (as shown on maps 49-50, Manukau City Council Operative District Plan 2002); and

(b) the possible future road connection between the Scenic Drive and Brownhill Road (as shown on Map 31 of Appendix V);

shall be buried to a depth that does not prevent construction of those roads due to the presence of the cables, in the locations shown on those plans, in the future.

SCHEDULE 5A47:CONDITIONS ON DESIGNATION NO 302 OVERHEAD TRANSMISSION LINES

[AM93] [AM102]

Description

The designation is for the construction, operation and maintenance of that part of a 400-kV-capable transmission line which is within the Manukau City, to convey electricity between the Brownhill Substation site and the Whakamaru and Whakamaru North Substations site in Taupo District, and ancillary activities.

The nature of the work is described more particularly in Part VIII (excluding section 24 in relation to suggested conditions), and also in Parts II and X of the Notices of Requirement Documentation (dated April 2007).

Conditions

Documents

1. Subject to the conditions below, the initial works to give effect to the designation shall be generally in accordance with Maps 40–44 of Appendix V.

Tower heights and locations

2. Tower heights and locations shall be generally in accordance with the plans and profiles, except that:

   (a) subject to (b), (c), (d) and (e) below, tower height can exceed that shown on the plans and profiles by up to three metres;

   (b) where tower locations are moved (as provided in (f) and (g) below), tower heights can exceed those in the plans and profiles by up to five metres;

   (c) any increase in the height of tower 9 shall not cause it to exceed the height limitations of the Auckland International Airport Obstacle Limitation Surface;

   (d) any increase in height of towers 14, 15, 16A and 16B shall not cause a tower to exceed the height limitations of the conical protection surface associated with Ardmore Airport;

   (e) no tower shall exceed 70 metres in height;

   (f) tower sites may be moved up to five metres laterally;

   (g) tower sites may be moved up to 40 metres along the alignment.

Cultural / spiritual

3. If any urupa, traditional sites, taonga (significant artefacts) or koiwi (human remains) are exposed during site works, then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

(b) the site supervisor shall immediately secure the area in a way that ensures that any remains or artefacts are untouched;

(c) the site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, Manukau City Council and, in the case of human remains, the New Zealand Police; and

(d) the notification in (c) above shall allow such persons being given a reasonable time to record and resolve archaeological features discovered before work may recommence.

Social

4. Transpower shall prepare a counselling/stress relief plan, after consultation with the territorial authority. The plan shall include:

   (a) an offer of counselling to those persons directly affected by the designation crossing their property to manage undue stress related to implementing the Upper North Island Grid Upgrade Project;

   (b) an 0800 number for the service;

   (c) no requirement for contact with Transpower personnel to access the service;

   (d) such offer remaining open for acceptance for the period ending six months after confirmation of the designation; and

   (e) such offer extending to a maximum of four counselling sessions, which may occur beyond the period referred to in (d) above, but which must be completed within 12 months of confirmation of the designation.

5. The implementation of the counselling/stress relief plan, and any counselling of directly affected persons, shall be at Transpower's cost.

6. Transpower shall not be in breach of the condition 4 if the offer of counselling is not taken up by any directly affected persons.

Electric and Magnetic Fields (EMF)

7. The works shall be designed and constructed to limit the EMF exposure to the *International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time varying electric, magnetic, and electromagnetic fields (up to 300GHz) (Health Physics, 1998 74(4): 494–552)* (ICNIRP Guidelines) public reference levels of 5 kV/m for electric fields and 100 μT for magnetic flux density at one metre above ground under maximum normal operating conditions (ie, when there are no faults in the transmission system).

8. In order to reduce long term public exposure to EMFs no habitable building shall be constructed within the designated corridor for the 400-kV capable transmission line.

Earth potential rise / induced currents

9. In designing and constructing the line, Transpower shall give consideration to third-party conductive structures and services to ensure compliance with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997 as in force at the date of confirmation of the designation.

10. The works shall be designed and constructed to comply with AS/NZS4852:2000 *Electrical Hazards on Metallic Pipelines*.

11. Prior to commissioning, Transpower shall have an appropriately qualified person assess all conductive structures in the vicinity of the transmission line. Any hazards shall undergo a risk assessment in accordance with the Electricity Engineers' Association Guide to Risk-Based Earthing System Design. Transpower will carry out mitigation measures to address significant risks relating to earth potential rise and induction effects associated with the line.

Radio frequency interference

12. All works shall be designed to comply with NZS 6869:2004 *Limits & Measurement Methods of Electromagnetic Noise from High-Voltage a.c. Power Systems, 0.15 to 1000 MHz*.

Operational noise

13. The operation of the transmission line shall not emanate noise that exceeds 40 dBA Leq beyond the boundaries of the designation. Measurements shall not be undertaken during heavy rain.

14. Sound levels shall be measured and assessed in accordance with NZS6801:1991 *Measurement of Sound* and NZS6802:1991 *Assessment of Environmental Sound*.

Landscape mitigation

General

15. Within two months of confirmation of the designation, Transpower shall appoint a suitably qualified and experienced landscape architect for the role of certifying that any of the thresholds in conditions 22 and 24 have been reasonably met (the landscape certifier). The person appointed shall be endorsed by the NZ Institute of Landscape Architects in writing as suitable for the role, having been advised of the role and responsibilities.

16. Any decision made by the landscape certifier in relation to the matters addressed in condition 22(b) and 24 shall be in writing (including reasons).

17. Any landowner may ask the landscape certifier to certify that any decision under condition 22(b) and 24 is reasonable given the thresholds in those conditions. The landscape certifier shall set his or her own procedure for any such certification.

Landscape mitigation: private land

18. Within two months of confirmation of the designation, Transpower shall write to the owners of properties having an occupied house, existing at the date of the Board's draft decision on the Notices of Requirement, within one kilometre of the centre line of the designation.

19. The letter shall inform the landowner/s of the properties referred to in condition 18 of their possible entitlement to a landscape mitigation assessment in accordance with condition 22 (including where relevant, ecological planting). This condition shall not apply to any property where an agreement relating to landscape mitigation has already been reached between Transpower and the landowner.

20. The written offer required by condition 18 shall inform the landowner that he/she may request Transpower to consider landscape mitigation (including where relevant, ecological planting) at his/her option prior to, or after, construction of the overhead line, and outline the process established by these conditions (including the role of the landscape certifier).

21. Within two months of commissioning of the line, Transpower shall repeat the offer required by condition 18 to all landowners who have not already indicated preliminary acceptance of Transpower's offer. Transpower shall expressly state that the offer shall remain valid for 12 months following commissioning of the overhead line.

22. In the case of each landowner who has indicated acceptance of the offer of landscape mitigation assessment (including where relevant ecological planting), the following process shall be adhered to:

    (a) An onsite meeting shall be arranged between the landowner and a qualified landscape architect (the landscape architect), and where relevant an ecologist, appointed by Transpower.

    (b) The landscape architect shall determine whether mitigation is appropriate in terms of the criteria in Table 1. If the determination is that no mitigation is appropriate, the landscape architect shall advise Transpower with reasons, and Transpower shall advise the landowner in writing.

    (c) Subject to (d), if the landscape architect identifies that mitigation is appropriate in terms of the criteria in Table 1, he/she shall prepare a plan (the concept plan) to mitigate the adverse visual effects of the overhead line when viewed from the dwelling and the immediate curtilage of the dwelling. The mitigation techniques shall take into account the factors and criteria in Table 1.

    (d) For properties where ecological planting has been identified in Table 2, the concept plan required by (c) shall be prepared by the landscape architect, in consultation with the ecologist, taking into account the criteria in Table 2.

Table 1

FACTORS	CRITERIA
Degree of Likely Visual Amenity Effect	• Moderate to very high degree of effect
Basis for Assessment of Degree of Effect	• Distance from the line and towers • Orientation of the house and outdoor living areas • Existing screening and nature of intervening landscape • Relative elevation
Mitigation Technique	• Planting that may screen or partially screen towers • Planting that may create an alternative foreground focus • Planting that may focus the outlook on an alternative view • Planting that may increase the sense of depth in a view towards the line
Practicality	• Land available in the resident's ownership for landscape mitigation • Existing garden design or landscape constraints • Farm management constraints
Owner's Preference	• Preferences identified during the consultation and design process

Table 2

RELEVANT TOWERS	PROPOSED REPLACEMENT PLANTING AND PURPOSE
Span 12 and 13 (Beale, evidence in chief para 28(a))	Establish kahikatea plantings (saplings) in the gully on the downstream or southern side of the designation between towers 12 and 13, so as to extend the riparian cover and offset the loss of the tallest specimens from within the forest remnant.

23. The concept plan shall be prepared in draft and following review by Transpower, shall be submitted to the landowner for comment.

24. The concept plan shall be reviewed by the landscape architect, in consultation with the ecologist (where relevant), following the receipt of comments, and following such further consideration, investigation and discussion with the landowner and Transpower as the landscape architect considers necessary, taking into account the criteria in Table 1 and the cost and practicality of implementing any specific request. The revised plan (the final plan) will be provided to the landowner as soon as reasonably practicable.

25. On receipt of written acceptance of the final plan, Transpower shall implement it within the first planting season following that acceptance, unless otherwise agreed with the landowner.

26. Transpower shall maintain the planting for 12 months after completion of planting.

27. In the event that a landowner advises Transpower that the landowner wishes to implement the final plan themselves, within 30 days following completion of all work specified in the final plan to the reasonable satisfaction of the landscape architect, Transpower shall pay the landowner the sum of money allocated in the approved concept plan. Where this occurs, condition 25 shall not apply.

28. In the event that a landowner advises Transpower that the landowner wishes to maintain the planting themselves, within 30 days following completion of all works specified in the final plan, Transpower shall pay the landowner the sum of money allocated in the approved concept plan for maintenance. Where this occurs, condition 26 shall not apply.

Landscape mitigation: public land

29. Within 12 months of confirmation of the designation, Transpower shall write to the Manukau City Council, and where relevant NZTA, informing it or them of its proposal to provide for landscape mitigation along specific sections or locations of roads and State highways in the Council's district, as shown on Maps 32–39 of Appendix V, and seeking the Council's involvement in implementing the mitigation. The offer shall be for the purpose of mitigation of adverse visual effects of the overhead line when viewed from the public roads or other viewpoints shown in the plan.

30. On receiving a positive response from the Council and/or NZTA (as applicable), Transpower shall provide a draft development plan, specifications, and costing prepared by a qualified landscape architect as an offer to the Council and/or NZTA. The offer shall remain open for 12 months following commissioning of the line.

31. Transpower shall review any comments provided by the Council and/or NZTA and shall issue a final plan. The final plan shall be provided as soon as practicable to the Council and/or Transit.

32. On the Council's and/or NZTA's written acceptance of the plan (where relevant) and agreement to implement the mitigation, Transpower shall, within 30 days, pay to the Council

and/or NZTA the cost specified in the accepted plan (which shall include an estimate for a year of maintenance).

33. Transpower shall not be in breach of condition 29 in the event the Council and/or NZTA do not undertake the planting as provided in the final plan.

Pre-construction activities

34. Prior to construction commencing, Transpower shall appoint a Landowner Liaison Officer, who will:

    (a) be responsible for maintaining contact with landowners and occupiers of each property prior to, and during construction; and

    (b) have a contact role with the landowner during the development of the Site Works Plan (SWP) for individual properties.

35. Transpower shall make copies of individual SWPs available to Manukau City Council for information purposes, upon request.

Construction Management Plan (CMP)

36. Prior to commencement of any construction activity authorised by the designation, Transpower shall submit a construction management plan to the Council's Consents Officer for approval. The Council's Consents Officer shall respond within 20 working days. Approval shall not be unreasonably withheld. The construction management plan shall outline Transpower's intended approach to:

    (a) land stability management and sediment controls;

    (b) storage and reuse of topsoil;

    (c) management and disposal of spoil;

    (d) groundwater and stormwater management, treatment and disposal;

    (e) silt and dust control, during earthwork stages;

    (f) traffic/access management;

    (g) temporary activities and equipment storage in specified areas;

    (h) security and lighting during construction;

    (i) contaminated land management procedures;

    (j) construction noise (as set out in conditions 37–40), dust and vibration;

    (k) hours of work;

    (l) existing network utilities' protocols and guidelines;

    (m) subject to other specific conditions, cultural protocols and archaeological requirements;

    (n) vegetation clearance, disposal and restoration;

(o) the intended construction programme (including staging if appropriate);

(p) protocols and procedures for road controlling authorities and rail operators, where the line crosses that infrastructure;

(q) community information and liaison;

(r) contractor training; and

(s) generic contents of Site Works Plans (SWPs).

Nothing in this condition allows the Council, or any other party, to require more onerous controls than contained in the designation conditions.

Construction and maintenance noise

37. All construction and maintenance work shall be designed, managed and conducted to ensure that construction and maintenance noise from the designated area does not exceed the limits in NZS6803:1999 *Acoustics–Construction Noise* at locations set out in section 6.2 of that standard.

38. The noise limits required by condition 37 shall not apply to emergency work required to re-establish continuity of supply, urgently required to prevent loss of life or other personal injury or commissioning works, but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects, particularly at times when the stricter noise limits apply (eg, at night time).

39. Prior to any significant construction work taking place, including any earthworks, a noise management plan applicable to the construction and commissioning stages shall be prepared for the whole of the line, with the assistance of a suitably qualified and experienced person. The plan shall set out the management procedures in terms of section 8 and Annex E of NZS6803:1999, and the works shall be undertaken in accordance with that noise management plan.

40. The noise management plan required by condition 39 shall be submitted to the Manukau City Consents Manager, at least 20 working days prior to the works commencing.

Vibration

41. Vibration from all construction activities shall not exceed the limits of, and shall be measured in accordance with, German Standard DIN 4150-3 (1999-02) *Structural Vibration – Effects of Vibration on Structures.*

Aviation

42. Transpower shall, on a monthly basis during the construction of the line, inform the New Zealand Agricultural Aviation Authority, the Civil Aviation Authority and Ardmore Airport Limited (in relation to the towers within the conical surface only, as set out in the Appendix Map 8, *Ardmore Aerodrome Protection Measures, Manukau Operative District Plan*, 2002) of the construction activities completed in the previous month, and intended to be undertaken in the following month including:

(a) erection of specific towers (with locations and heights); and

(b) stringing of conductor and earthwires between specified towers.

For the avoidance of doubt, the requirement in condition 42 applies to each tower and conductoring of each tower, not merely the commencement of tower erection or conductoring.

Traffic Management Plan (TMP) for road crossings and local roads

43. Transpower shall prepare a series of traffic management plans for road crossings and local roads used by heavy traffic (TMPs) in accordance with Transit New Zealand's *Code of Practice for Temporary Traffic Management* (COPTTM), after consultation with (as relevant):

    (a) Manukau City Council (Road Controlling Authority);

    (b) the following key stakeholders:

        (i) emergency services (including police);

        (ii) bus operators;

        (iii) schools;

        (iv) Housing New Zealand Corporation; and

    (c) any additional key stakeholders identified by Manukau City Council.

44. A TMP shall be submitted to the Council and NZTA (where relevant) at least 20 working days prior to the commencement of construction of the relevant road crossing works, or works affecting local roads. The plans may be submitted in stages, with each stage being submitted at least 20 working days prior to the commencement of the work the subject of that stage.

45. The Council shall respond within 20 working days indicating whether approval is given or refused. Approval shall not be unreasonably withheld.

46. The TMP prepared by Transpower shall recognise that the paramount purpose of roads is the free passage of the public and its vehicles.

47. The TMPs shall address and provide details of proposed road crossing works and general use of local roads by heavy vehicles and/or mitigation measures relating to the following matters:

    (a) the likely routes for heavy construction-related traffic;

    (b) details of the installation of any protection measures including, but not limited to, hurdles for subsequent line construction purposes;

    (c) details of any necessary temporary road closures, diversions, or deviations which are likely to be required during road crossing activities, including the likely date, time, and duration of such matters (any necessary temporary road closures should be effected during off-peak periods unless this is impracticable or would have adverse impacts on adjacent properties);

    (d) where diversions or deviations are required, information shall be provided by a suitably qualified and experienced traffic engineer of the traffic volumes and capacities of alternative routes, to ensure that such routes are both convenient and capable of safely accommodating any such diverted or deviated traffic;

    (e) details of the proposed signage to advise motorists, residents, stakeholders, and other road users of any road closures, diversions and delays, such signage to be sufficiently clear to be capable of ready understanding by the general public and installed at

appropriate locations at least seven days in advance of such road closures, diversions and delays;

(f) details of methods of proposed information dissemination regarding construction activities and associated traffic effects, including but not limited to public notices in newspapers, radio announcements, information packages and direct contact with affected persons. (Such information dissemination, and the chosen method of dissemination is to be proportional to the impact);

(g) Details of prior consultation or community liaison undertaken with affected residents, stakeholders, public transport providers, emergency services or representative groups regarding proposed road closures, diversions and delays, and any measures agreed with such groups to address any adverse effects or inconvenience that may arise; and

(h) identification of any measures for the purposes of mitigating adverse traffic effects of construction traffic, including safety matters (such speed restrictions and signage), relating to cyclists, pedestrians, disabled persons, and schoolchildren.

Construction entranceways off public roads

48. Prior to the commencement of construction, Transpower shall undertake a survey of the condition of the roads in the immediate vicinity of construction entranceways off public roads (consisting of a photographic record). A copy of the survey will be retained and provided to the Manukau City Council upon request.

49. Transpower shall repair any damage to entranceways and public roads in the vicinity of those entranceways resulting from impacts of its construction traffic within 10 working days of the damage occurring, recognising that temporary repairs may be appropriate where work has not been completed.

General advice note:

1. In relation to the ARI-PAK A towers outside of the designated area, Transpower shall use its best endeavours to establish and follow the procedures in the conditions in relation to cultural/ spiritual matters, construction noise, the preparation of the construction management plan, and pre-construction activities.

SCHEDULE 5A48: CONDITIONS ON THE ALTERATION TO DESIGNATIONS 184 AND 185 - GEORGE BOLT MEMORIAL DRIVE, MANGERE.

[AM100]

General

1. The works shall be subject to the general outline plan of works procedure as provided for in section 176A of the Resource Management Act 1991. If not already incorporated into the designation or otherwise waived by the Council, the outline plan of works shall show construction design details, in particular where the works impact on Council services, roads and intersections. The services plan shall include details of all underground utility services, stormwater reticulation, street lighting, traffic signalisation, and access to all properties directly affected by the designation.

2. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

3. At all times, reasonable access shall be maintained from the roading network to private properties not directly affected by the construction and operation works.

4. During and following the construction period, safety barriers and security fencing shall be provided to ensure neighbouring site safety and security fencing to a standard at least as currently provided on the property boundary.

5. A liaison person shall be appointed by the Requiring Authority for the duration of the construction period to be the main and readily accessible point of contact for persons affected by construction work. The Requiring Authority shall advise the Manager, Resource Consents and Compliance of the liaisons person's name and contact details. This person shall be reasonably available for on-going consultation on all matters of concern arising during the construction period. The Requiring Authority's liaison person is to maintain adequate site records which shall include, but not be limited to, machinery use, working conditions, weather, any complaints received and measures taken to remedy or minimise the factors causing the complaints. These records are to be made available upon request to the Council's Resource Compliance Officer and/or District Plan Enforcement Officer.

Construction Traffic Management Plan

6. The New Zealand Transport Agency (NZTA) shall submit to the Council with the outline plan of works application a Construction Traffic Management Plan based on its final design and staging for the project. The Construction Traffic Management Plan shall be provided in consultation with the Council and shall:

    (i) Demonstrate how the impact on the local and motorway network will be minimised during the construction period.

    (ii) Incorporate NZTA's Code of Practice for Temporary Traffic Management and shall make provision for the efficient movement of trucks and machinery to and from the site works, the staging of works, the standards of any temporary works, and the impact of the works on the local network.

    (iii) Address methods of mitigating the local and network-wide effects of both the construction of individual elements of the project, such as the diamond interchange, and the use of staging to allow sections of the project to be opened to traffic while other sections are still under construction.

Landscape Management Plan

7. A Landscape Management Plan prepared by a suitably qualified landscape architect appointed by NZTA shall be provided in consultation with and submitted to the Council with the outline plan of works application. The Landscape Management Plan shall be subsequently implemented no later than the first planting season immediately following completion of construction, and maintained thereafter to the satisfaction of the Manager, Resource Consents and Compliance.

8. The Landscape Management Plan shall include the strategic planted bed located on the south eastern corner of State Highway 20A and Kirkbride Road at 237 Kirkbride Road (House Park) that shall be retained where practicable or relocated to the satisfaction of the Manager, Parks, at no cost to the Council.

Archaeological and Heritage Mitigation Conditions

9. If any traditional sites, taonga, or other archaeological sites are exposed during site works then the following procedures shall apply:

    (i) Works in the immediate vicinity of the site that has been exposed shall cease.

    (ii) The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched.

    (iii) The site supervisor shall notify representatives of local iwi, the New Zealand Historic Places Trust, the Manukau City Council, and in the case of human remains, the Police. This notification includes such persons being given a reasonable time to record and recover archaeological features discovered, before work may recommence on the site.

    (iv) Any newly discovered archaeological site shall be screened by a fence at least 1.0m in height until any necessary authority required by the New Zealand Historic Places Trust is obtained. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

    (v) Any geological discoveries shall be recorded and, where practicable, damage to those features minimised. Records of any such geological discoveries shall be provided to the Auckland Regional Council and the Manukau City Council for information and future reference.

    (vi) The requiring authority shall ensure that conditions of the authority received from the New Zealand Historical Places Trust are complied with.

Ecological Impact Management Conditions

10. Exposed cut and fill batters and slopes shall be re-vegetated as soon as practicable after construction.

11. Prior to any disturbance or removal of protected trees in excess of six metres in height, the NZTA shall provide a report to the Council from a registered arborist of the New Zealand Arboricultural Association in respect to the affected trees and the proposed mitigation works. Mitigation works could include avoiding the tree (if practicable), relocation, or removal and/or replacement. Where trees are to be retained and where practicable, the trees shall be fenced no closer than the dripline with a 1.0m high fence. No construction equipment or construction material shall be stored within the fenced off area for the duration of the works. Where roots

of such trees need to be cut, they shall be cut and treated according to recognised arboricultural practice after a report has been presented to the Manager, Resource Consents and Compliance as required above.

12. Restoration measures including grassing and other planting for slope stability shall be carried out as soon as practicable by the NZTA, together with landscape planting, using locally sourced native species where available.

Construction Noise Mitigation Condition

13. That any noise from construction work (as defined in Chapter 18 of the Manukau Operative District Plan) emanating from the site shall comply with Rule 5.18.3.6 of the Manukau Operative District Plan 2002 and the New Zealand Standard for Construction Noise (NZS 6803:1999 Acoustics - Construction Noise) or any subsequent revisions.

Operational Noise Condition

14. That in respect of noise associated with the operation of the alteration of designation, a detailed Noise Management Plan shall be prepared by a suitably qualified noise consultant in consultation with the Manager, Resource Consents and Compliance, demonstrating compliance with the NZTA (Transit New Zealand) "Guidelines for the Management of Road Traffic Noise - State Highway Improvements" (December 1999). The Noise Management Plan shall be submitted to the Council with the outline plan of works application and take into consideration adjacent and/or abutting sites including the Mangere Central Primary School and Business 5 Zone.

Construction Conditions

15. All works on Council roads shall be in accordance with the current Manukau City Council Engineering Quality and MANARC standards.

16. All works shall be carried out in accordance with an approved Health and Safety Control Programme.

17. All necessary and practicable steps shall be taken to avoid damage to other utility services, the roading network, or private property.

18. Adequate provision shall be made for the protection and/or redirection of the existing water supply services located within the following areas, to the satisfaction of the Manager, Resource Consents & Compliance, in conjunction with any future Outline Plan of Works.

    (a) Area 5 - Existing 300mm Asbestos Cement water supply line (constructed 1978).

    (b) Area 7 - Existing 200mm PVC water supply line (constructed 2003).

    (c) Area 8 - Existing 250mm Asbestos Cement water supply line (constructed 1960).

    This shall include the submission of engineering design plans, incorporating the protection and/or redirection of these services, in accordance with the Engineering Performance Standards of Manukau City Council's District Plan to Manukau Water for specific approval prior to commencement of works on site.

19. Adequate provision shall be made for the disposal of stormwater from the additional impermeable area on State Highway 20A land. In this regard, engineering design plans in accordance with the Engineering Quality Standards of Manukau City Council's District Plan

shall be provided in consultation with and submitted to the Manager, Stormwater Infrastructure prior to commencement of works on site.

Advice Notes:

(i) The purpose is to identify any adverse effect and to ensure that the proposed works will include measures to avoid these adverse effects.

(ii) The engineering design should incorporate water quality measures to the standard required by Auckland Regional Council to adequately treat road runoff.

20. All necessary precautions shall be taken to protect the public from any open trenches and all other hazards associated with the works.

21. All reinstatement within the Council road reserve shall be carried out in accordance with the Council's "Code of Practice for Working in the Road".

22. The land modification works proposed shall be undertaken in a manner which ensures that the land within the above development and the land on adjoining properties remain stable at all times. In this regard:

(a) The required retaining walls and/or any temporary stabilising works required shall be constructed in a timely manner under engineering design and supervision.

(b) A geotechnical certification is to be submitted to the Council to confirm the suitability of the completed works.

23. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

24. All earthworks on the site shall be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

25. Any surplus excavated soil shall be taken to an approved fill site and disposed of in accordance with the relevant District Plan requirements.

26. Should any significant vibration need to be generated such as during piling works for example, a Vibration Management Plan shall be submitted to the Manager, Resource Consents and Compliance, Manukau City Council, prior to commencement of the works. This Mitigation Plan shall include details of how as far as practicable the works will comply with the requirements of the German Standard DIN4150 "Structural Vibration in Buildings - Effects on Structures" during construction.

27. During construction, the generation of dust shall be managed in such as way it does not create a nuisance beyond the boundary of the works. A nuisance will be deemed to have occurred if:

(a) There is visible evidence of suspended solids/particulate matter in the air beyond the site boundary; and/or

(b) There is visible evidence of deposited particulate matter traceable from a dust source, settling on the ground, building or structure on an adjoining site.

28. All private services affected by the works, shall be reinstated at no cost to the affected property owner.

29. Prior to commencement of construction activities associated with the SH20A to Airport Project on the site at 190 Kirkbride Road, the Requiring Authority shall submit a site specific Landscape Concept Plan, prepared by a suitably qualified landscape architect, in consultation with the owner of the site at 190 Kirkbride Road, for certification by Auckland Council (c/o Team Leader Southern Monitoring) .The Landscape Concept Plan shall confirm the area of the frontage of 190 Kirkbride Road to be landscaped, in general accordance with Drawing No. 3123502-CE-3073 (dated 13.09.15) and provide details of the proposed planting palette, including a plan of the planted area identifying proposed plant species, spacing and size at time of planting.

30. The Landscape Concept Plan certified by Auckland Council in accordance with Condition 29 shall be implemented no later than the first planting season, or within the first three months {whichever is longer) of completing construction activities associated with the SH20A to Airport Project on the site at 190 Kirkbride Road, at no cost to the landowner, who will be responsible for ongoing maintenance of the replacement landscape planting following implementation of the Landscape Concept Plan by the Requiring Authority .

31. Where the landowner of 190 Kirkbride Road does not provide written approval before 1 December 2016 for the Requiring Authority to access the site, the subject to the Requiring Authority providing Auckland Council (c/o Team Leader Southern Monitoring) with written correspondence entered into with the affected landowner at 190 Kirkbride Road (dated before 1 December 2016) for the purpose of accessing the site

SCHEDULE 5A49: CONDITIONS ON DESIGNATION 303 - STATE HIGHWAY 20B

[AM97]

1. Any works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by the New Zealand Transport Agency ("NZTA") in support of this Notice of Requirement in the documents referenced Proposal 36414, Sheet No 1 - No 2 by Council, and those previously submitted in association with Designation 261.

2. NZTA shall submit an Outline Plan of Works in accordance with the provisions of section 176A of the Resource Management Act 1991 prior to commencing any works within the SH20B.

3. The stated purpose of the designation shall be included in Schedule 5A, Chapter 5 of the Manukau District Plan (2002) as follows:

4. NZTA shall consult with the New Zealand Refining Company Ltd at least 30 working days prior to carrying out any activities on, in or under SH20B within the area of the existing New Zealand Refining Company Ltd Refinery to Auckland Pipeline ("the RAP") designation (referenced as Designation 296 in the District Plan) except in emergency situations. In any such emergency, the New Zealand Transport Agency shall notify NZRC or its appointed agent within two days of such works, any digging below 400mm from existing datum shall be performed by hand digging only, and no heavy compaction shall be applied during the emergency works.

5. If any archaeological feature (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, or koiwi tangata [human skeletal remains]), is uncovered during any work undertaken within the area of the designation, that work shall cease within a 10 metre radius of the discovery and the Environmental Management Group, Manukau City Council, the New Zealand Historic Places Trust and the appropriate iwi authorities shall be contacted within 72 hours so that appropriate action can be taken.

6. NZTA shall consult with Wiri Oil Services Limited ("WOSL") (or its agent) at least 30 working days prior to carrying out any activities on, in or under SH20B within the area of the existing Wiri to Auckland Pipeline ("the WAP"), except in emergency situations.

7. Any works or activities within 3m of the WAP shall, unless prior written approval from WOSL (or its agent) for the work has been obtained:

   (a) Not disturb any soil below a depth of 0.4m from the surface; and

   (b) Ensure that upon completion of the works, the finished surface level is not reduced below the existing datum; and

   (c) Not involve tree or shrub planting; and

   (d) Not involve the erection of any structure (e.g. road sign).

8. NZTA shall consult with Watercare Services Limited during consideration of options for and the design of any road upgrading works within the area of the designation. The purpose of such consultation is to ensure that the Notice of Requirement for the proposed Hunua 4 Watermain is taken into account.

9. The NZTA shall use its best endeavours to work cooperatively with other statutory bodies, providers of transportation infrastructure (who operate or plan to operate infrastructure either adjoining or dependant on the operation of SH20B), and Auckland International Airport Limited.

Stormwater

10. NZTA shall ensure that the stormwater drainage system within the designation, including any associated discharge, is maintained to avoid adverse environmental effects on the abutting properties.

SCHEDULE 5A50: CONDITIONS ON ALTERATION OF MARAETAI SCHOOL - DESIGNATION 56

[AM101]

General

1. Rule 5.12.4.1 shall apply.

2. Any buildings shall be so designed and constructed, and the use of the buildings and site shall be so conducted that the noise level (L10) not exceed the limits set out in the District Plan when measured at or within the boundary of any adjacent site zoned residential. These limits are stated below.

   (a) Where the background level (L95) is less than 50 dBA, when measured between the hours of 7.00am and 6.00pm (0700-1800):

DAY / TIME	NOISE LEVEL (L_{10}DBA)
Mon - Sat, 7.00am - 6.00pm (0700 - 1800)	45
Mon - Sat, 6.00pm - 10.00pm (1800 - 2200)	
Sunday and public holidays, 7.00am - 10.00pm (0700 - 2200)	40
At all other times	35

   L_{MAX} = 65dBA

   (b) Where the background level (L95) is 50 dBA or greater, when measured between the hours of 7.00am and 6.00pm (0700-1800):

DAY / TIME	NOISE LEVEL (L_{10}DBA)
Mon - Sat, 7.00am - 6.00pm (0700 - 1800)	50
Mon - Sat, 6.00pm - 10.00pm (1800 - 2200)	
Sunday and public holidays, 7.00am - 10.00pm (0700 - 2200)	45
At all other times	35

   L_{MAX} = 70dBA

   (c) These noise levels shall not apply to noise from standard school recreational activities occurring between 8.00am and 6.00pm.

   The noise levels shall be measured and assessed in accordance with NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound".

3. The applicant shall forward, to the satisfaction of Council, a certificate from a qualified acoustic engineer at the time of lodging the necessary building consent(s) demonstrating the above performance standards will be met.

4. Any noise from construction work (as defined in Chapter 18 of the District Plan) emanating from the site shall comply with the requirements of Rule 5.18.3.6 of the District Plan. These requirements are in accordance with the procedures and limits set out in NZS 6803:1999 being the New Zealand Standard for Acoustics - Construction Noise.

5. No building shall be located closer than 6 metres from any boundary, without the consent of the affected adjacent neighbour.

6. All buildings shall comply with the height in relation to boundary controls for the underlying zone of the school.

7. Any building closer than 20 metres from any boundary shall not exceed 8 metres in height.

8. Any new developments or redevelopments authorised by the designations are to be subject to the outline plan requirements in section 176A of the Resource Management Act 1991 and the development and performance standards for parking, access and vehicle circulation set out in Schedule 5A 1.1 - Section B

Parking, Access and Vehicle Circulation

9. General

(i) Any new development or redevelopment within the designation shall comply with the performance standards set out in this schedule.

(ii) Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall have restricted discretionary activity status. When making its decision regarding any such application for restricted discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition. [NB: The ability for the Minister of Education to seek such a restricted discretionary activity resource consent is without prejudice to the Minister's right to seek an amendment to the designation in terms of section 181 of the Resource Management Act.]

10. Access to the Primary Road Network

10.1 Without limiting the requirements of section 176A of the Resource Management Act 1991, the Minister shall provide an Outline Plan of Works for any development or redevelopment which includes any of the following elements:

(a) creation of a new access onto the Primary Road Network; or

(b) modification of an existing access onto the Primary Road Network; or

(c) creation of additional parking areas linked with an access onto the Primary Road Network; or

(d) modification of parking areas linked with an access onto the Primary Road Network.

10.2 When assessing the Outline Plan of Works, the Council will have regard to the Assessment Criteria contained within Rule 8.12.2.3 of the District Plan.

11. Performance Standards - Design of access to road network

11.1 Vehicle Crossing Design

(a) Any new vehicle crossings shall intersect with the carriageway at an angle of between 45º and 90º and cross the property boundary at an angle of between 75º and 105º.

(b) Any new vehicle crossings shall comply with the following minimum and maximum widths. This rule also applies to vehicle crossings shared by more than one property.

	MINIMUM WIDTH OF CROSSING	MAXIMUM WIDTH OF CROSSING
One-way	3.0 metres	6.0 metres
Two way	3.0 metres	9.0 metres

11.2 Gradients

The grade of any new vehicle crossings shall not exceed 1:8. For curved ramps and driveways, the gradient is measured along the inside radius.

11.3 Prohibited Areas

No new vehicle crossing shall be located within those frontages of a property at intersections defined within Figure 8.3 of the District Plan.

11.4 Separation of Driveways

The following minimum separation distances shall apply to any new vehicle crossings:

(a) Three metres between vehicle crossings as measured at the kerb.

(b) 1.5 metres between the vehicle crossing and the school's side of the property boundary as measured at the kerb and perpendicular to the kerb. This provision shall not apply in respect of vehicle crossings shared by adjoining properties.

11.5 Swept Paths

All new vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline.

11.6 Separate Entry and Exists

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

11.7 Impact on Street Furniture, Street Trees and Traffic Signs

No new vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

11.8 Matters over which Council restricts its discretion and Assessment Criteria

When assessing any application for restricted discretionary resource consent for non-compliance with any of the Performance Standards in clauses 3.1 to 3.7 of this condition, Council restricts the exercise of its discretion to matters specified in Rule 8.11.8.1 and will have regard to assessment criteria in Rule 8.11.8.3 of the Manukau District Plan.

12. Performance Standards - Parking and Vehicle Circulation

12.1 Provision of Parking

12.1.1 Number of Parking Spaces to be Provided

(a) Subject to subclause (b) of this clause the number of parking spaces to be provided in relation to the use of any new building on the site within the description of the designation shall be calculated on the basis of 2 carparking spaces per new classroom. There shall be a suitable drop-off area (which may be an existing drop-off area) to serve the new classrooms.

(b) Any activity which is outside the description of the designation shall have a parking requirement assessed in accordance with the Manukau District Plan.

(c) When the assessment of the number of parking spaces required in respect of the use of any new building results in a fraction, a fraction under one half shall be disregarded and fractions of one half or more shall require an additional parking space.

12.1.2 Diminution of Land Available

The total parking area that is made available in respect of a new or redeveloped building in compliance with the requirements for off-road parking shall not be diminished by the subsequent construction of any structure, by the storage of goods, or by the other activity, but a private garage may be erected.

12.1.3 Allocation of Parking Spaces

The requiring authority or other occupier of the site shall not unreasonably allocate or manage the parking spaces so as to prevent staff, fleet vehicles, visitors or particular occupiers associated with that site from utilising this parking.

12.1.4 Assessment Criteria

When assessing any application for restricted discretionary resource consent for non-compliance with any of the Performance Standards in clauses 4.1.1 to 4.1.3 of this condition, Council shall restrict the exercise of its discretion to matters specified in Rule 8.24.2.1 and will have regard to the Assessment Criteria contained within Rule 8.24.2.3 of the Manukau District Plan.

12.2 Provision of Loading Spaces

12.2.1 Any activity within the designation which generates delivery trips by heavy vehicles shall make adequate provision on the site for a loading space.

12.3 Design of Parking and Circulation Areas

All new parking provision shall conform with the requirements of this condition.

12.3.1 Vehicle Dimensions

Each new parking space to be provided in terms of this Section shall be in accordance with the dimensions specified in Figure 8.5 of the District Plan and suitably laid out to accommodate a 90 percentile motor car as defined by the Ministry of Transport. The dimensions and tracking curve of this vehicle are shown in Figure 8.7 of the District Plan.

12.3.2 Reverse Manoeuvring

All new parking areas shall be designed to ensure that vehicles are not required to reverse either onto or off the site; and are not required to execute more than a three point turn to exit the site based on the 90 percentile motor car as defined within Figure 8.7 of the District Plan.

12.3.3 Design and Constructional Details

All new public and private parking areas shall comply with the following requirements:

(a) The new parking spaces and access drives and aisles required in respect of the site in question shall, before the commencement of the corresponding new activity on that site, be formed, sealed and permanently marked or laid out in accordance with approved plans to the Council's satisfaction.

(b) The new parking areas shall be maintained at all times so as not to create a dust nuisance.

(c) Stormwater drainage from the new parking area shall be constructed to the satisfaction of the Council.

(d) Provision shall be made to illuminate new access driveways and pedestrian areas within new public parking areas used during the hours of darkness. Illumination shall not be directed towards any adjacent residentially zoned land. Refer also to Rule 5.18.2 Artificial Lighting.

(e) New parking areas and signs and markings shall be maintained so that at all times they remain legible and available for use by vehicles.

(f) The design and layout of new parking areas shall be such that vehicles are not required to reverse a distance greater than 30 metres to enter or exit any right angled parking space (or 10 metres for any other angled or parallel parking space) or to exit any parking aisle in the event that the parking spaces within the aisle are occupied.

12.4 Acceptance of Cash in Lieu of Parking Spaces

(a) Where it is not reasonable or practicable to make provision for the new parking requirement in respect of new or redeveloped buildings on the designated site on the site or sufficiently close to it for constant use by vehicles in connection with the site, the Minister may with the agreement of Council instead of providing the required number of car parks make payment to the Council of a sum of money not exceeding the cost including land value, of providing the parking requirement on that site. Alternatively the Minister may, with the agreement of Council make payment of a sum based on the cost of providing any parking shortfall on land in the vicinity of the site or the cost of providing parking on a nearby site set aside for carparking purposes, providing that this sum does not exceed that specified above.

[NB: Any payment made under subsection (a) of this rule shall contribute to satisfying the parking provision in respect of the new or redeveloped buildings on the site, and shall be kept in a separate account in the Council's name and applied by the Council from time to time as opportunity offers in the acquisition of land and the making of provision for parking as close as is reasonable and practicable to the site in respect of which the parking area was required to be provided.

Notwithstanding the above, Council may apply not more than half of any payment made under Section (a) of this rule on passenger transport infrastructure in the vicinity of the site providing that the site and use of the site in question would benefit from the provision of this infrastructure. When the cash in lieu of parking is used by Council to

provide parking spaces, a number of parking spaces equivalent to their respective contribution to the cost of formulation will be made available for use by the owners of sites (including the Minister of Education in respect of schools) for which cash in lieu of parking has been accepted.]

13.0 Traffic Management Works

Any Outline Plan of Works (or any application for Restricted Discretionary Activity Resource Consent referred to above) submitted by the requiring authority for any development or redevelopment of the designated site shall be assessed having regard to the potential transportation related effects of the development.

The requiring authority may be required to meet the reasonable costs of all new access and traffic management works (including any additional land required to accommodate these works) associated with a new activity on the designated site to the extent that such works are required to meet safety, access, or egress or amenity considerations related to the new activity or where the works are required to mitigate the likely adverse effects from the new activity on the safety or operation of the transport network.

SCHEDULE 5A.51: DESCRIPTION AND CONDITIONS ON DESIGNATION 304 UNDERGROUND TRANSMISSION LINES (220kV)

[AM103]

Description

The construction, operation and maintenance of underground Transimssion Lines comprising of a 220kV cable circuit to convey electricity between Pakuranga and Penrose Substations

Conditions

General

1. For the purpose of these conditions:

   (a) "Council" means the Chief Executive Officer or nominee of the Manukau City Council to 31 October 2010 or Auckland Council from 1 November 2010.

   (b) "Works" has the same meaning as in the Notice of Requirement by Transpower New Zealand Limited for a designation for "Underground Transmission Lines", dated March 2010 ("Notice of Requirement"). Subject to final design and any modification required to comply with the following conditions, the Works shall be conducted and maintained generally in accordance with the information provided by the Requiring Authority contained in:

      (i) The Notice of Requirement;

      (ii) The Land Requirement Plans; and

      (iii) Section 3 of the Assessment of Environmental Effects.

2. The designation shall lapse on the expiry of a period of 15 years after the date it is included in the District Plan in accordance with section 184(2) of the Resource Management Act 1991 ("the Act"), unless:

   (a) It is given effect to before the end of that period; or

   (b) The Council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

Overarching Construction Management Plan

3. The Requiring Authority shall prepare an overarching Construction Management Plan ("CMP") and submit it to the Council for its review under condition 5 of this consent. The CMP shall outline the Requiring Authority's intended construction methodology for the Works and set out the framework for other management plans required for the Works or any particular part or stage of the Works to demonstrate compliance with Conditions 5 to 29, including the following matters:

   (a) Storage and reuse of topsoil, including stockpiling areas;

   (b) On and off site disposal of spoil;

   (c) Silt and dust control during earthwork stages;

(d) Contaminated land management procedures;

(e) Land stability management;

(f) Vegetation disturbance/removal and replacement;

(g) Contractor training, including health and safety;

(h) The intended construction programme, including staging if appropriate;

(i) Temporary activities (including site offices and equipment storage areas, contractor car parking, security, and restrictions on access);

(j) Road and traffic management (noting that Site Specific Traffic Management Plans are required pursuant to conditions 17-20);

(k) Construction noise and vibration management;

(l) Consultation and liaison with key stakeholders and affected parties, including any mitigation works identified to address affected utility operators;

(m) Construction drawings showing the route alignment (including locations of the cable and joint bays) and any known alterations required to any existing services.

4. Prior to submitting the CMP (including construction drawings) required by condition 3, the Requiring Authority shall consult with Auckland Transport on the progress of the detailed design of the AMETI project.

5. The Requiring Authority shall submit the CMP to the Council at least 3 months prior to construction commencing (unless otherwise agreed by the Council), in order to allow the Council to:

(a) Provide an interim response to the Requiring Authority within 20 working days of receipt; and

(b) Provide a final decision as to the acceptability of the CMP (for the purposes of condition 30) within 30 working days of receipt.

6. The Requiring Authority may submit, or if requested by the Council, shall submit a revised CMP, Construction Noise and Vibration Management Plan ("CNVMP"), Communications Plan ("CP"), or Site Specific Transport Management Plan ("SSTMP") to address any significant unanticipated adverse environmental effects.

Construction Noise and Vibration

7. The Requiring Authority shall prepare a Construction Noise and Vibration Management Plan ("CNVMP") describing the measures adopted, as far as practicable, to meet the requirements of both NZS6803: 1999 Acoustics - Construction Noise and the applicable vibration standards in German Standard DIN 4150-3 (1999-02) Structural Vibration - Effects of Vibration on Structures.

8. The Requiring Authority shall submit the CNVMP to the Council at least 3 months prior to construction commencing (unless otherwise agreed by the Council), in order to allow the Council to:

(a) Provide an interim response within 20 working days of receipt; and

(b) Provide a final decision as to the acceptability of the CNVMP for the purposes of condition 30) within 30 working days of receipt.

9. The CNVMP shall refer to the noise management measures set out in Annexure E of NZS6803:1999, and as a minimum shall address:

(a) The construction sequence which outlines a work programme that will minimise construction duration;

(b) Machinery and equipment to be used, including the use of non-percussive machinery where practicable;

(c) Hours of operation, including times and days when noisy construction work would occur;

(d) The identification of activities and locations that will require the design of noise mitigation measures, such as temporary barriers or enclosures, and the details of such measures, including the period/duration during which they are expected to be implemented;

(e) Construction noise limits for specific areas where these differ from the Standard;

(f) Alternative strategies where full compliance with NZS 6803:1999 cannot be achieved, including consultation with neighbouring owners and occupiers on outcomes acceptable to them;

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

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

10. The CNVMP shall also describe measures adopted, as far as practicable, to meet the vibration standards of DIN4150-3:1999 Structural Vibration - Part 3: Effects of Vibration on Structures, and shall address the following aspects:

(a) Vibration monitoring measures;

(b) Criteria;

(c) Possible mitigation measures;

(d) Complaint response;

(e) Reporting procedures;

(f) Notification and information for those in the community likely to be affected by the proposed works;

(g) Vibration testing of equipment to confirm that the vibration limits will not be exceeded;

(h) Location for vibration monitoring when construction activities are adjacent to "at risk" buildings, where for the purposes of this condition an "at risk" building is one at which the levels in the German Standard DIN 4150-3:1999 Structural Vibration - Part 3: Effects of Vibration on Structures are likely to be exceeded;

(i) Operational times;

(j) Preparation of building condition reports on "at risk" dwellings prior to, during and after completion of works - which reports may comprise a photographic or video record.

11. The noise limits in NZS6803:1999 Acoustics - Construction Noise shall not apply to emergency work required to re-establish continuity of electricity, communications or water supply, work urgently required to prevent loss of life or other personal injury, or commissioning works, but all practicable steps shall be undertaken to control noise and to avoid adverse noise effects particularly at times when the stricter noise limits apply (e.g. at night time).

12. All generators or pumps that may be used overnight proximate to residential receivers shall be acoustically screened unless it can be demonstrated to the satisfaction of the Council that there is sufficient separation distance available, or that the generator or pump will comply with a reasonable noise limit (by reference to NZS6803:1999).

Community Information and Liaison

13. The Requiring Authority shall prepare a Communications Plan setting out:

    (a) The method/s of consultation and liaison with key stakeholders and the owners/ occupiers of neighbouring properties regarding the likely timing and duration of works, alternative routes, access to properties and any proposed alterations to public transport services; and

    (b) Details of prior consultation or community liaison undertaken with the owners/occupiers of neighbouring properties, key stakeholders, schools, public transport providers, emergency services or representative groups regarding proposed road or lane closures, potential diversions and delays, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise.

    (c) Full contact details for the person appointed to manage the public information system and be the point of contact for related inquiries.

14. The Requiring Authority shall submit the CP to the Council at least 3 months prior to construction commencing (unless otherwise agreed by the Council), in order to allow the Council to:

    (a) Provide an interim response within 20 working days of receipt; and

    (b) Provide a final decision as to the acceptability of the CP (for the purposes of condition 30) within 30 working days of receipt.

Code of Practice for Working in the Road

15. During construction, the Requiring Authority shall comply with the Code of Practice for Working in the Road (SNZ HB 2002:2003) at all times.

Construction Hours

16. The construction hours shall be generally as follows, except where the Requiring Authority considers that work is necessary outside the specified days or hours for the purposes specified in (a) to (e) below:

    Monday to Friday: 7am to 9pm;

    Saturday: 8am to 1pm;

    Sundays and public holidays: No Work.

The purposes for which work may occur outside of the specified days or hours are:

(a) Where work is required to be planned to be carried out at low traffic times (for example, excavation across busy intersections, along busy roads, or cable installation);

(b) For delivery of large equipment;

(c) In cases of emergency;

(d) For securing of the site or removing a traffic hazard;

(e) For cable jointing in self contained enclosures.

Roading and Traffic Management

17. The Requiring Authority shall:

(a) Undertake and submit a condition survey of the carriageway along the designated route to Council. The condition survey shall consist of a photographic or video record; and

(b) Prepare Site Specific Traffic Management Plans ("SSTMP"s) for the Works or any part or stage of the Works which are generally consistent with the NZ Transport Agency's Code of Practice for Temporary Traffic Management 2004 ("COPTTM").

18. The SSTMP(s) shall be prepared following consultation with the following key stakeholders:

(a) Roading Authorities (territorial local authorities);

(b) Emergency services (police, fire and ambulance);

(c) Local business associations (including the Greater East Tamaki Business Association);

(d) Auckland Transport and any bus operators which operate scheduled services along the route; and

(e) Schools and childcare centres with frontage or access to roads where the Works are taking place.

19. The SSTMP(s) shall address and provide details of proposed works and/or mitigation measures relating to the following matters:

(a) The likely routes for heavy construction-related traffic;

(b) Details of any necessary road or lane closures, diversions, or deviations, including the likely date, time and duration of any such actions. As far as practicable, any necessary temporary road or lane closures should occur during off-peak periods. Where diversions or deviations are required, information and recommendations shall be provided by a qualified and experienced traffic engineer of the traffic volumes and capacities of alternative routes and the likely consequent effects in terms of safety and convenience, and any changes to bus routes if required following discussion with the relevant public transport operator(s);

(c) Details of the signs intended to advise of any road or lane closures, diversions and delays. Such signage shall be sufficiently clear to enable easy understanding and be installed at appropriate locations at least 7 days in advance of such road closures, diversions or delays; and

(d) Details of any measures for the mitigation of effects of construction traffic on cyclists, pedestrians, mobility impaired persons, and school children.

20. The SSTMP(s) shall be submitted to the Council at least 15 working days (unless otherwise agreed by the Council) prior to the commencement of any construction work on the road(s) to which the SSTMP relates (and/or works adjacent which will require closure of part or all of the road(s)).

21. During construction the Requiring Authority shall:

(a) At all times provide access to any property temporarily severed by construction at a level that will enable normal operations on the property to continue as far as practicable; and

(b) Inform any neighbouring property owners/occupiers along or adjacent to the cable route at least 5 working days prior to the commencement of planned work that is likely to temporarily prevent or hinder usual on-street parking.

22. As soon as practicable following completion of any stage of construction the Requiring Authority shall:

(a) Repair any damage to public carriageways and footpaths (and associated road components such as individual road crossings) resulting from the impacts of construction. Such repair may involve short-term maintenance to allow for settling and consolidation of carriageways prior to final repair;

(b) Re-grass areas (including berms) that were previously grassed; and

(c) If requested by the Council, re-instate the planted median along Ti Rakau Drive.

23. Normal road opening procedures shall apply for maintenance, renewal or repair works within the road reserve for which the local authority may impose conditions. The construction of the Works shall be in accordance with the Council's Engineering Quality Standards.

Tree Management

24. Except for those trees that are to be removed as part of the Works, trees in the vicinity of the Works shall be managed as follows:

(a) All excavation work within the dripline or root zone of any tree in a Council street or Council Reserve, any scheduled tree or any tree that would otherwise be generally protected under the District Plan and is located on private land (and extends over or into the work site), shall be supervised by a Council approved arborist;

(b) Any root or limb severance required shall be undertaken by a qualified arborist in accordance with best practice as far as practicable to provide for the long-term health and vitality or stability of the subject tree(s);

(c) Any tree adjacent to a construction area shall be fenced off to minimise and/or avoid any damage to the rootplate area of the tree;

(d) Where a Council-owned tree is damaged by the Works and a Council arborist assesses that remedial work is necessary, the remedial work shall be undertaken by a Council-approved arborist and the Requiring Authority shall be directly liable for all such remedial costs. Should a Council-owned tree be damaged beyond repair or destroyed then the Requiring Authority shall be directly liable for all costs relating to tree removal and replacement planting; and

(e) Where replacement planting is required to remediate the loss of a Council-owned tree, the species, location and planting of the replacement tree shall be undertaken as approved by the Council.

25. Following the completion of construction, the Requiring Authority shall provide a monitoring report to the Council that lists all trees that would otherwise be identified as 'generally protected' or 'scheduled' in the District Plan that were subject to any cutting or damage of the roots, trunk, or canopy to an extent deemed more than minor by the Council approved arborist.

Archaeology and Cultural

26. If any urupa, traditional sites, taonga (significant artefacts) and/or koiwi (human remains) are discovered during the Works, the following procedures shall apply:

(a) Works in the immediate vicinity of the site that has been discovered shall be suspended pending completion of the steps at (b) to (d);

(b) The site supervisor shall secure the area in a way that ensures that any remains or artefacts are untouched;

(c) The site supervisor shall notify representatives of relevant tangata whenua, the New Zealand Historic Places Trust, the Council (or its successor) and, in the case of human remains, the New Zealand Police; and

(d) The notification in (c) above shall allow such persons being given a reasonable time to record and recover any features discovered before work may recommence in the immediate vicinity of the discovery site.

Existing Utilities

27. The Requiring Authority shall consult and liaise with all utility operators whose activities or interests may be affected by the Works prior to undertaking any work pursuant to this designation to confirm that:

(a) The Requiring Authority is aware of the location of all utility services existing at the time of construction in, or adjacent to, the designation and to identify any necessary exploratory excavation and evaluations of potential effects on the proper functioning of the utility services (including potential for earth potential rise or induction hazards) that should be undertaken;

(b) As far as practicable, all utility services (existing at 5 March 2010) located in or adjacent to the designated route are protected from the Works and any associated activities that may interfere with the proper functioning of those services; and

(c) Reasonable access to existing utility services located in or adjacent to the designation is maintained during construction.

28. In addition to the requirements of condition 27, prior to the commencement of any Works the Requiring Authority shall:

(a) Seek the approval of Watercare for any works within 10 metres of Watercare facilities; and

(b) Lodge with the Council for its approval (as part of the condition 3(l) requirement for a Construction Management Plan) and serve on Watercare the detailed construction and contingency plans for any crossings of Watercare infrastructure by the Works.

29. If it is not practicable to avoid a reduction in the level of service in accordance with condition 27(b) above, or if services are otherwise damaged, all utility services existing at the time of lodgement located in or adjacent to the affected section of the designation route shall be repaired or relocated:

(a) As identified in conjunction with the affected utility operator; and

(b) At the Requiring Authority's expense; and

(c) To the reasonable satisfaction of the affected utility operator.

Outline Plans

30. Where the Council and the Requiring Authority agree on the content and terms of the various 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) of the Act of the requirement for an Outline Plan under section 176A.

31. If the Council and the Requiring Authority do not agree on the terms of any Management Plans or if the Requiring Authority otherwise elects, the Requiring Authority shall comply with conditions 3, 7, 13 and 17 by submitting an outline plan or plans of Works ("Outline Plan") to the Council pursuant to section 176A of the Act. This Outline Plan shall include such information as would otherwise be required under the above conditions relating to the Management Plans and must be submitted prior to the commencement of construction works.

32. The Requiring Authority shall submit an Outline Plan to the Council pursuant to section 176A of the Act prior to the commencement of any other construction works which are not:

(a) Otherwise approved by the conditions of this designation; or

(b) Set out in section 3.4 of the Assessment of Environmental Effects submitted with the Notice of Requirement.

33. The Works, or stages of Works, shall be undertaken in accordance with an approved Management Plan or Plans or accepted Outline Plan (as the case may be).

Designation Review

34. As soon as practicable following the completion of construction of the Works, the Requiring Authority shall, in consultation with the Council as the road controlling authority:

(a) Review the width of the area designated for the project;

(b) Identify:

(i) any areas of designated land (including public reserve) that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the underground cables and ancillary activities; and

(ii) any areas of designated land within the legal road boundaries that are more than 2.5 metres from the centreline of the cables (excluding joint bays and associated link pits); and

(c) Remove the designation over the areas identified in (b) above in accordance with section 182 of the Act and provide a plan of the final designated areas to the Council for inclusion in the District Plan; and

(d) Provide as-built plans to the Council.

Operational Conditions

Magnetic Fields

35. The Works shall be designed and constructed to limit the magnetic field exposure to the reference levels International Commission on Non-Ionising Radiation Protection Guidelines for limiting exposure to time varying electric, magnetic and electromagnetic fields (up to 300 GHz) (Health Physics, 1998, 74(4): 494 - 522) (ICNIRP Guidelines) public exposure of 100μT for magnetic flux density when measured at 1 metre above ground level directly above any cable under normal operating conditions.

Earth Potential Rise / Induced Voltages

36. The Works shall be designed and constructed to comply with regulations 58, 60, 69 and 87 of the Electricity Regulations 1997.

37. The Works shall be designed and constructed so as not to cause existing assets of other utilities to be non-compliant with AS/NZS 4853:2000 ? Electrical Hazard on Metallic Pipelines.

Maintenance

38. The Requiring Authority shall:

(a) Meet its own costs associated with reviewing any proposal by the local authority to undertake roading works or activities over, or adjacent to, land designated for underground transmission lines;

(b) Meet any additional costs in respect of roading compaction, construction, renewal or maintenance that are incurred by the local authority where those additional costs are specifically caused due to the presence of the cables, or due to conditions imposed by the Requiring Authority; and

(c) Meet any additional costs where maintenance works undertaken by the Requiring Authority result in additional routine maintenance or remedial related roading costs for the local authority.

39. The Requiring Authority shall advise the Council at least 30 working days prior to commencing major programmed maintenance, renewal or replacement works (unless otherwise agreed in writing with the Road Corridor Access Team, Auckland Transport).

SCHEDULE 5A52:CONDITIONS ON DESIGNATION 305 - ROAD WIDENING - ORMISTON/CHAPEL ROADS AND DESIGNATION 306 - STORMWATER MANAGEMENT AREA

[AM104]

General

1. The Council's administrative charges for receiving and determining of this Notice of Requirement or for any specified or additional matter in accordance with section 36 of the Act or any regulation under the Act, or as necessary to enable Council to recover its actual and reasonable costs in respect of this application, must be paid in full within 20 days of receipt of the invoice for this decision and this consent shall not be exercised prior to such payment.

2.

   (a) For the purpose of these conditions, "Works" has the same meaning as in the Notice of Requirement by Manukau City Council (Transportation Planning and Environmental Sustainability and Infrastructure) for a designation for road widening and stormwater management at 128 Ormiston Road, Flat Bush, dated May 2010.

   (b) That the works to give effect to the Designation, subject to final design and any modification required to comply with the conditions set out below, shall be generally in accordance with the plans and information submitted by Manukau City Council (Transportation Planning and Environmental Sustainability and Infrastructure) in support of this Notice of Requirement in the documents referenced Proposal 37431 by Council.

   (c) For the purpose of these conditions the "Council' shall mean Manukau City Council or its successor, the "Auckland Council".

3. The scope and extent of the works envisaged within the designation shall be in accordance with the Notice of Requirement and the plans submitted with the Notice of Requirement (identified as Council reference Proposal 37431) and subject to any modification required to comply with the conditions set out below.

4. The provisions of the Notice of Requirement shall be inserted into the Manukau Operative District Plan to reflect the nature and extent of the requirement, and the designation shall lapse in 2020 unless given effect to before the end of that period.

5. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

6. Prior to the commencement of the physical works, Manukau City Council as requiring authority shall prepare and submit to Manukau City Council as consent authority an Outline Plan of Works pursuant to Section 176A of the Resource Management Act 1991. The Outline Plan of Works will allow the Requiring Authority and the property owner, and Manukau City Council (as consenting authority) to plan, design and construct each section of the works to minimise adverse effects and provide certainty on the works scheduled.

7. At Outline Plan of Works stage, the Requiring Authority shall submit engineering plans for all the proposed works designed in accordance with the rules of the Manukau Operative District Plan 2002 and Manukau City Council Engineering Quality Standards including in particular the following drawings:

   (a) Earthworks plans showing:

      (i) Cut and fill areas with depth of cut and fill.

      (ii) Existing and proposed contours.

(iii) Proposed silt control measures.

(b) Roading plans showing:

(i) Typical cross sections with road construction details, position of proposed services etc.

(ii) Road long-sections.

(iii) Road markings, kerb and channel layout, street lighting.

(iv) Stormwater control.

(c) Riparian footpath plans showing:

(i) Typical cross sections.

(ii) Footpath long-sections.

(d) Services plans showing proposed services to be installed to provide continuity of services past the intersection of Chapel Road and Ormiston Road.

(e) Design details and reports to support the plans provided.

8. Cycleways shall be continuous along the northern side of Ormiston Road and the western side of Chapel Road.

9. All catchpits shall be located clear of vehicle crossings, where practical.

10. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property.

11. Before any physical work is commenced the requiring authority and the contractor working in that area shall ensure that the owners of the affected property are notified in writing advising them of the development in general, its expected duration, the times at which it will be undertaken and the name of a responsible person with whom the owners and occupiers can liaise if the need arises. The general public, businesses in the area and road users shall also be made aware of the intended construction and the times when they may also be affected by the works.

12. The Requiring Authority shall liaise with affected Public Utility Service Providers with respect to the relocation and upgrading of existing services within the area affected by the Notice of Requirement. Public Utility services shall be located in the positions indicated in Manukau City Council Engineering Quality Standards drawing R5 except in exceptional circumstances. Any public utility service cabinets or transformers shall be located clear of the normal road reserve.

13. At all times, reasonable access shall be maintained from the roading network to 128 Ormiston Road. This shall be a requirement clause in all contracts awarded for the works. If necessary temporary access or ramps shall be provided to achieve this.

14. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".

15. All reinstatement within the road reserve is to be carried out in accordance with the current version of Council's "Code of Practice for Working in the Road".

16. The road construction works proposed are to be undertaken in a manner which ensures that the land on the adjoining property remains stable at all times.

17. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

18. All earthworks on the designated land are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion / siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

19. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

20. The hours of work shall generally be between 7.30am and 6.00pm, Monday to Saturday inclusive. However it is recognised that there will be occasions when, for the sake of maintaining access to the property and minimising disruption to the property owner and to business operations in the area, that working outside those hours will be of benefit to those people and to progress of the construction. Such occasions shall be part of the consultation process with those affected and shall also be agreed by specific approval of the Team Leader Resource Compliance.

21. Any required bus stops affected by the proposed work shall be provided in accordance with the Manukau City Council Bus Stop, Bus Shelter Policy and Guidelines. Bus stop locations shall be shown on the Outline Plan of Works and constructed to comply with Manukau City Council Engineering Quality Standards drawing R27.

22. Landscaping

    The Requiring Authority shall submit a Landscape Mitigation Plan as part of the Outline Plan of Works. The Plan will provide for the identification of existing trees and vegetation affected by the proposed works which, where practicable, shall be retained. These trees will be protected during the construction programme.

    Where existing landscaping is impacted by the proposed road works a detailed plan shall be prepared along the route in consultation with the property owner(s). The Plan shall have regard to the quality and quantity of any existing landscaping and shall provide for:

    (i) A schedule of species to be planted in mitigation, including botanical name, average plant size at time of planting and average mature height;

    (ii) The timing of planting which could, in consultation with the landowner, include opportunities for early planting;

    (iii) Replacement fencing and boundary planting, which should be appropriately determined after discussion with the landowner.

    All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity.

SCHEDULE 5A.53:CONDITIONS ON DESIGNATION 222A CEMETERY EXTENSION - 397 PUHINUI ROAD

[AM27]

General

1. The scope and extent of works envisaged within the designation shall be in general accordance with the requirement and the plans submitted and information submitted (including the Section 92 response) for the Notice of Requirement (identified as Council reference 21854), subject to final design and any modification required to comply with the conditions set out below.

2. The works shall be subject to the general outline plan of works procedure as provided for in section 176A of the Resource Management Act 1991.

Environmental Health

Earthworks

3. Prior to commencement of earthworks on site, a Management Plan shall be submitted for approval by Council. This Plan shall include details of procedures to minimise exposure to soil particles during any earthworks at the site, including excavation of burial plots and general maintenance of the grounds.

4. No soil shall be removed off site unless prior approval has been granted by Council.

Construction Noise

5. That any noise from construction work (as defined in Chapter 18 of the Manukau Operative District Plan) emanating from the site shall comply with the relevant requirements of the Manukau Operative District Plan 2002.

Archaeological

6. If any traditional sites, taonga, or other archaeological sites are exposed during site works then the following procedures shall apply:

   (a) Works in the immediate vicinity of the site that has been exposed shall cease.

   (b) The site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched.

   (c) The site supervisor shall notify representatives of local iwi, the New Zealand Historic Places Trust, the Manukau City Council, and in the case of human remains, the Police. This notification includes such persons being given a reasonable time to record and recover archaeological features discovered before work may recommence on the site.

   (d) Any newly discovered archaeological site shall be screened by a fence at least 1.0m in height until any necessary authority required by the New Zealand Historic Places Trust is obtained. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area.

(e) Any geological discoveries shall be recorded and, where practicable, damage to those features minimised. Records of any such geological discoveries shall be provided to the Auckland Regional Council and the Manukau City Council for information and future reference.

(f) The requiring authority shall ensure that conditions of the authority received from the New Zealand Historical Places Trust are complied with.

Ecological Protection

7. That any works that create the potential for inflows of sediment and nutrients into waterways (e.g. Waokauri Creek and the unnamed stream that feeds into it) and the Manukau Harbour shall comply with the Auckland Regional Council sediment control guidelines and Manukau City Council requirements.

Landscaping

8. The landscape plan shall be submitted for the approval of Council's Manager - Resource Consents & Compliance as part of the Outline Plan of Works.

Transportation

9. That the proposed road widening works shall be in accordance with the concept plans approved and numbered 21854 by Council.

10. Access to the Primary Road Network

Any new developments or redevelopments which do not comply with any of the performance standards contained within this condition, shall require a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall have regard to the Assessment Criteria contained within Chapter 8 of the District Plan specified in the appropriate clause of this condition.

(a) In accordance with Rule 8.10.3(b) of the District Plan, any activity within the designation requiring a vehicle access point to be constructed onto the primary road network or within 50 metres of the projected road boundary of an intersection onto the urban primary road network, requires a Restricted Discretionary resource consent. When making its decision regarding the application for Restricted Discretionary resource consent, the Council shall restrict the exercise of its discretion to matters specified in Rule 8.12.2.1 and shall have regard to the appropriate Assessment Criteria contained within Rule 8.12.2.3 of the District Plan.

(b) Full engineering plans (including roading, kerb & channel, footpath, berm, street lighting and drainage), in accordance with Council's "Manual of Engineering Quality Standards" and Transit New Zealand's "Manual of Traffic Signs and Markings", including a "Traffic Management Plan" shall be submitted for the approval of the Council's Manager Resource Consents and Compliance prior to the (or at least at the time of) submission of the Outline Plan of Works.

(c) Swept Paths

All vehicle crossings within the primary road network, or within roads within which a centreline is defined shall be designed to accommodate the swept path

of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane.

(a) Separate Entry and Exits

Where activities provide separate entry and exit crossings they are to be clearly marked as such.

(a) Impact on Street Furniture, Street Trees and Traffic Signs

No vehicle crossing shall result in the removal or relocation of a street tree, traffic signals, street light, bus shelter, traffic sign, or street furniture without the consent of Council first being obtained.

11. The requiring authority shall submit with the outline plan of works prior to works commencing a Traffic Management Plan based on its final design and staging for the project. The Traffic Management Plan shall include the following detail:

(a) The removal and re-instatement of the existing redundant vehicle access point to the Memorial Gardens with road, kerb, footpath and berm in accordance with the Council's "Manual of Engineering Quality Standards" on completion of all works at the new access point to the Memorial Gardens and commencement of the operation of this new access point.

(b) Removal and reinstatement of all illegal sealed surfaces on the road berm. Any existing redundant road markings at the existing access point shall be removed completely from the road surface upon removal and reinstatement of this access point.

(c) Any relocation of lawfully established signs shall comply with District Plan Rules and be in accordance with the Land Transport Safety Authority's "Advertising Signs and Road Safety; Design and Location Guidelines".

Engineering

12. That the engineering works shall be in general accordance with the concept plans approved and numbered 21854 by Council. Full engineering plans are to be submitted to Council and approved prior to commencement of work. Earthworks are to be in compliance with all conditions of the Auckland Regional Council's soil conservation consent for bulk earthworks and silt control for the site. A copy of the ARC consent shall be forwarded to the Council prior to commencement.

All engineering works are to be subject to the following requirements;

(a) All materials, workmanship and testing shall be in accordance with the current Manukau City Council Engineering Quality and MANARC Standards.

(b) All construction work shall be supervised by an engineering representative appointed by the owner (refer to MCC Engineering Quality Standards).

(c) On completion of the work, as-built plans and a completion certificate, in accordance with the Council's Quality Assurance Manual, shall be forwarded to Council's appointed field officer.

(d) A 'pre-construction' meeting is to be arranged 48 hours prior to commencement of the works.

(e) All works on existing public wastewater, stormwater and watermains shall be carried out by a Manukau City Council approved licensed contractor at the requiring authority's expense.

A copy of the Auckland Regional Council Land Use Consent: Sediment Control No 28815 will be forwarded to the Council prior to the works commencing.

The land modification works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion / siltation', which in the opinion of the Manager - Resource Consents & Compliance, is objectionable, offensive or has the potential to create an adverse effect on the receiving environment. As the earthworks are progressively completed, the site shall be stabilised against erosion and generation of dust.

13. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the requiring authority's expense.

Utility Services

14. Full engineering plans, detailing stormwater drainage and water quality treatment, wastewater drainage, water supply (and underground power and telephone services as required), shall be submitted for the approval of Council's Manager Resource Consents and Compliance prior to the (or at least at the time of) submission of the Outline Plan of Works.

Ancillary Buildings

15. An outline plan of works in accordance with Section 176A shall be submitted detailing the design of ancillary buildings on site (including provision for water supply, wastewater and stormwater drainage and other utility services); design shall be in accordance with the general provisions and assessment criteria of the Mangere Puhinui Heritage Zone.

Amalgamation

16. Because the extension of the activity extends from the existing Cemetery/Memorial Gardens on to the newly designated property the two properties should be amalgamated in a secure manner to the satisfaction of the Council so that the properties cannot subsequently be disposed separately.

Other Matters

17. That pursuant to Section 176 of the Resource Management Act 1991, the use of the site for a purpose other than the designated purpose shall be subject to the provisions of the Manukau City Council Operative District Plan 2002 and or future District Plans.

SCHEDULE 5A.54: CONDITIONS ON DESIGNATION 222A CEMETERY EXTENSION - 403 PUHINUI ROAD

[AM 58]

General

(1) That pursuant to Section 36 of the Resource Management Act 1991, this consent (or any part thereof) shall not be exercised until such time as all charges in relation to the receiving, processing and granting of this Resource Consent and previous consents on this land are paid in full.

2. The scope and extent of works envisaged within the designation shall be in accordance with the requirement and the plans and information submitted for the Notice of Requirement (identified as Council reference 25839), subject to final design and any modification required to comply with the conditions set out below.

3. Conditions 2-7 of 5A.53 apply

Landscaping

4. Landscaping of the subject additional area of this designation alteration shall be carried out having cognisance to and in general accordance with the Plans submitted with the Notice of Requirement, numbered Proposal 28154 by Council which was confirmed pursuant to Minute No COM/APR/603/04.

Transportation

5. That the existing access point serving 403 Puhinui Road be removed and the berm and water table be reinstated at the earliest possible date.

6. That all traffic accessing this land for development purposes do so through one or other of the legalised access points to Manukau Memorial Gardens.

Engineering

7. That the engineering works shall be in general accordance with the plans approved and numbered Proposal 25839 by Council. Full engineering plans are to be submitted to Council and approved prior to commencement of work. Earthworks are to be in compliance with all conditions of the Auckland Regional Council's soil conservation consent for bulk earthworks and silt control for the site. A copy of the ARC consent shall be forwarded to Council prior to commencement.

   All engineering works are to be subject to the following requirements:

   Conditions 12 (i) - (v) of 5A.53 shall apply

   (vi) The land modification works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion/siltation', which is in the opinion of the Manager - Resource Consent and Compliance to be objectionable, offensive or has the potential to create an adverse effect on the receiving environment. As the earthworks are progressively completed, the site shall be stabilised against erosion and generation of dust.

8. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the applicant's expense.

9. (i) All works shall be undertaken in accordance with an Environmental Management Plan submitted by the applicant and approved by Council.

   (ii) The noise from construction works, (including maintenance and demolition works), shall be measured, assessed and controlled in accordance with the procedures and limits set out in NZS.

10. Conditions 14-17 of 5A.53 shall apply.

SCHEDULE 5A.55: CONDITIONS ON DESIGNATION 222B CEMETERY EXTENSION

[AM105]

General

1. The works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by GHD Limited on behalf of Community Policy and Planning Directorate, Manukau City Council referenced as Proposal 34715, updated Sheet No 1 numbered by Council.

2. Prior to the commencement of any works within the Designation, the Requiring Authority shall submit to the Council an Outline Plan of Works ("OPW") pursuant to Section 176A of the Act. If those works are not fully completed within 5 years of the acceptance of the OPW, a further OPW for those remaining works may be required.

3. Pursuant to Section 184A of the Resource Management Act 1991, this Designation shall lapse 15 years after the date on which it is granted unless:

   (a) it is given effect to before the end of that period; or

   (b) within 3 months before the expiry of that period, the requiring authority resolves that it has made, and is continuing to make, substantial progress or effort towards giving effect to the designation and fixes a longer period under section 184A of the RMA.

Amalgamation

4. Prior to the commencement of any development works on the subject site, the existing cemetery and crematorium designated sites, being Part Lot 2 DP 11565 and Allotment 507 Parish of Manurewa and Lot 1 DP 41610 and Lot 1 DP 201144 and Sections 1 and 2 So 69950 and Part Lot 1 DP 96646, shall be amalgamated to the Council's satisfaction. This shall be accomplished by the registration of a covenant pursuant to Section 108(2)(d) of the Resource Management Act 1991. The covenant shall be prepared by the Council's solicitor at the consent holder's expense.

   This covenant shall be registered on the Certificates of Title of the above mentioned lots to require that the lots shall not to be separately sold or otherwise disposed of in any way except in conjunction with each other. The Council's solicitor will be instructed by Council officers to prepare the necessary documentation upon receipt of all information, documentation and deposit of $750.00 from the applicant in accordance with the attached form. A copy of Council's requirements for the preparation of legal documentation is attached in this regard. (See attached form GEN-026 and Advice Note No. 3).

Landscaping

5. A Landscape Plan ("LP") in general accordance with Rules 5.13.4.1 and 5.13.4.3 - 5.13.4.4 of the Operative Manukau City District Plan 2002 shall be submitted to the satisfaction of the Manager Resource Consents and Compliance under the OPW prior to its implementation within the proposed designation.

   Landscaping of the subject site shall be completed prior to the commencement of the use of the site for cemetery purposes.

Esplanade Reserve

6. A 20 m esplanade reserve indicated on the approved plan, referenced Proposal 34715 Sheet No 1 of 1, shall be vested with Council at no cost or compensation to the Council, prior to the commencement of the use of the site for cemetery purposes.

Archaeological

7. If any traditional sites, taonga, or other archaeological sites are exposed during site works then the following procedures shall apply:

   (a) works in the immediate vicinity of the site that has been exposed shall cease;

   (b) the site supervisor shall immediately secure the area in a way that ensures that any artefacts or remains are untouched;

   (c) the site supervisor shall notify representatives of local iwi, the New Zealand Historic Places Trust, the Manukau City Council, and in the case of human remains, the Police. This notification includes such persons being given reasonable time to record and recover archaeological features discovered before work may recommence on the site. In the event of any New Zealand Historic Places Trust matter, work may not recommence until approval to do so has been given;

   (d) any newly discovered archaeological site shall be screened by a fence at least 1.0 m in height until any necessary authority required by the New Zealand Historic Places Trust is obtained. The fencing shall be supervised by a suitably qualified archaeologist to determine the appropriate location for fencing. No construction material or equipment shall be stored within the fenced area;

   (e) any geological discoveries shall be recorded and, where practicable, damage to those features minimised. Records of any such geological discoveries shall be provided to the Auckland Regional Council and the Manukau City Council for information and future reference.

Ecological Protection

8. Any works undertaken on the subject site that create the potential for inflows of sediment and nutrients into the adjoining waterways, in particular Waiokauri Creek and the Manukau Harbour, shall comply with the Auckland Regional Council sediment control guidelines and the Manukau City Council requirements.

Contamination

9. Prior to the commencement of any activity on site (including earthworks) the following reports shall be prepared in accordance with the Ministry for the Environment's Contaminated Land Management Guidelines and be submitted to the Council for approval (unless prior agreement has been obtained):

   (a) a complete Preliminary Site Investigation Report ("PSIR") including a site walkover plus discussion of issues and risks relating to groundwater affecting burial plot depth and also potential groundwater contamination arising from burial leachates/contaminants from bodies, embalming materials, medical devices, personal effects, or casket materials;

(b) a Site Investigation / Detailed Site Investigation Report ("SIR/DSIR") that addresses horticultural soil contamination and groundwater issues. In particular to groundwater issues, this should determine the suitability of the designated land for various interment depths and other site activities. It will involve monitoring and investigation of ground water levels. It shall demonstrate how interments can be undertaken on the designated land in manner that will not result in burial into the ground water table and ensure that ground water quality would not be compromised from leachate or contaminants from bodies, embalming materials, medical devices, personal effects, or casket materials. The assessment shall specifically detail mitigation of high, seasonal or other variations in groundwater levels (including drainage, or restrictions on burial depth or the areal extent of burials or land uses) and any other issues that could impact on ground water quality. This information may form part of a Management and Monitoring Plan for the site. The SIR / DSIR will identify any remediation that is required to protect site workers (e.g. earth breaking, future ground staff) and the public;

(c) where required, a Remediation Action Plan ("RAP") in relation to any contamination on the designated site. Following sign-off of the RAP, the RAP shall be fully implemented;

(d) a Site Validation Report ("SVR") prepared and submitted to the Council within three months of the remediation works being completed for sign-off; and

(e) a Monitoring and Management Plan ("MMP") prepared and submitted prior to the commencement of any activity on site including earthworks (unless otherwise authorised by the Council).

10. Should any contaminants be discovered during any other earthworks, works shall immediately cease and the Council's Team Leader - Resource Compliance and the Council's contaminated land specialist advisor shall be immediately notified. Works shall not recommence until further investigations and appropriate remediation has been undertaken to the satisfaction of the Council. This process shall be incorporated into the site management plan for the site development works.

Transportation

11. The OPW required by condition (2) shall include engineering plans to address all internal road works, associated parking, loading, manoeuvring and circulation areas at 431 Puhinui Road. These shall comply with Designation 222 conditions.

Any proposed changes to the operation of the existing accesses at Manukau Memorial Gardens shall take into consideration the following for a review by the Council and New Zealand Transportation Agency, prior to implementation:

(a) up to-date traffic modelling data;

(b) traffic distribution and queue length at Manukau Memorial Gardens proposed permanent access during peak times;

(c) front boundary set back of 20 m to incorporate the four lanes for Puhinui Road, aligned with the land designated on either side of this access point;

(d) the right-turn bay for the western entrance increased to 40m in length;

(e) the western entrance controlled by a 'Stop' sign as proposed under the application for the eastbound slip-lane for the western entrance;

(f) road marking and signage details;

(g) detail on removal and reinstatement of the existing eastern access and the existing access at 431 Puhinui Road, including time-frames and temporary traffic management procedures;

(h) Swept Paths: The western vehicle crossing within State Highway 20B shall be designed to accommodate the swept path of the largest vehicle expected to use it. When turning left the vehicle must not be required to cross the road centreline or the right hand edge of the rear traffic lane where there is more than one lane;

(i) Separate Entry and Exits: Where activities provide separate entry and exit crossings they are to be clearly marked as such;

(j) impact on street furniture, street trees to be addressed; and

(k) evidence of consultation with New Zealand Transport Agency.

12. Alterations to the 397 Puhinui Road (western) access shall be constructed and operated in accordance with the following plans (or later versions as approved by the NZTA):

(a) Sheet number 39123 LM-02 prepared by Aurecon dated 6/7/10; and

(b) Sheet number 39123 LS-02 prepared by Aurecon dated 6/7/10.

Works undertaken on the 397 Puhinui Road (western) access shall be to the satisfaction of the NZTA.

13. The utilisation of the two existing entrances (eastern access located at 361 Puhinui Road and western access located at 397 Puhinui Road) to Manukau Memorial Gardens shall be retained and the eastern access shall be closed off no more than one year after the opening of the western access. The eastern access shall then be removed and the berm reinstated to the satisfaction of the NZTA within 6 months of closure.

14. The existing access servicing 431 Puhinui Road shall not be used for the designated purpose (i.e. cemetery) or works associated with establishing the designated use. When rural activities cease at 431 Puhinui Road, the existing access shall be removed and the berm reinstated to the satisfaction of the NZTA.

Earthworks

15. Engineering plans shall be submitted to the Council for approval prior to earthworks construction to demonstrate how the land modification works are to be undertaken to ensure that there is no 'dust' or 'soil erosion / siltation' that might create an adverse effect on the receiving environment.

16. Prior to commencement of earthworks, an Environmental Management Plan ("EMP") shall be submitted to the Manager - Resource Consents and Compliance for approval, detailing measures for the monitoring of the following matters during the course of the construction:

(a) method of dust control;

(b) method of vegetation disposal;

(c) identification of any noxious plants;

(d) method of noise control demonstrating compliance with the requirements of Rule 5.18.3.6 of the District Plan;

(e) level of monitoring and recording of any problems or complaints and the mitigating measures taken; and

(f) control measures to ensure that any trucks leaving the site do not deposit soil or other debris on the roading network.

Stormwater Quality

17. Engineering plans shall be submitted for the Council's approval to demonstrate how stormwater runoff from the establishment of any future car parking and manoeuvring areas is specifically treated to minimise the adverse effects to the receiving marine environment.

Engineering plans

18. Engineering plans shall be submitted for approval by the Council for stormwater drainage, water quality treatment, wastewater drainage, water supply and underground power and telephone services as required for subsequent Outline Plan of Works. These works are subject to the following requirements:

(a) all materials, workmanship and testing shall be in accordance with the current Manukau City Council Engineering Quality and MANARC Standards;

(b) all construction work shall be supervised by an engineering representative appointed by the consent holder (refer to MCC Engineering Quality Standards);

(c) on completion of the work, as-built plans and a completion certificate, in accordance with the Council's Quality Assurance Manual, shall be forwarded to Council's appointed field officer;

(d) a 'pre-construction' meeting shall be arranged at least 48 hours prior to commencement of the works. Please contact the Council's Resource Compliance Team (phone 262 8900 extension 5850); and

(e) all works on existing public wastewater, stormwater and watermains shall be carried out by a Manukau City Council approved licensed contractor at the consent holder's expense.

SCHEDULE 5A.56: CONDITIONS ON DESIGNATION 307 – WATER SUPPLY PURPOSES

[AM 108]

General Conditions

Definitions

"Council" – means the Chief Executive Officer or nominee of the Manukau City Council to 31 October 2010 or the Auckland Council from 1 November 2010.

"Designated land" – means all areas of land included in the proposed designation as shown on Maps 1 to 16 included as Attachment 1 to the Notice of Requirement to the Manukau City Council.

"OPW" – means an Outline Plan of Works prepared in accordance with Section 176A of the RMA.

"Project" – means the proposed Hunua No. 4 Watermain project and associated activities.

"Project stage" – means a separable part of the Project, by local authority area, by contract area or by geographical extent, in any case identified as such by the Requiring Authority.

"Requiring Authority" – means Watercare Services Limited (in this designation).

"RMA" – means the Resource Management Act 1991.

"Road Controlling Authority" – refers to the Council where the road is owned and managed by the Council or to the New Zealand Transport Agency where the road is a State Highway.

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 3 March 2010 and supporting documents being "Hunua No. 4 Watermain Assessment of Effects on the Environment", Volumes 1, 2 and 3, dated 3 March 2010.

2. As soon as practicable following completion of construction of the Project, the Requiring Authority shall, in consultation with the Council:

   (a) review the width of the area designated for the Project;

   (b) identify:

      (i) any areas of designated land that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the pipeline and ancillary activities;

      (ii) any areas of designated land within the legal road boundaries that are more than 2.5 metres from the centreline of the pipeline (excluding any special chambers/ facilities or other associated structures);

   (c) give notice to the Council in accordance with Section 182 of the RMA for removal of those parts of the designation identified in (b) above which are not required for the long term operation and maintenance of the Project and provide a plan of the final designated areas to Council; and

   (d) provide as-built plans to the Council.

3. A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be reasonably available for on-going consultation on all matters of concern to affected persons arising from the Project. If the liaison person will not be available for any reason, an alternative contact person shall be nominated, to ensure that a project contact person is available by telephone 24 hours per day / seven days per week during the construction phase.

4. The designation shall lapse if not given effect within 10 years from the date on which it is included in the District Plan.

5. Those stages of the works within the designation and previously approved under separate land use resource consents are exempt from the following conditions 6 -51, namely:

   (a) Manukau City Council Resource Consent P35070 granted 29 October 2008

   (b) Manukau City Council Resource Consent P36892 granted 3 February 2010

   (c) Manukau City Council Resource Consent P37244 granted 21 May 2010

   (d) Manukau City Council Resource Consent P37514 granted 15 July 2010

Outline Plan of Works

6. Except as provided for in Condition 7, the Requiring Authority shall submit an OPW for the Project or for each Project stage in accordance with Section 176A of the RMA.

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

8. The OPW shall include the following Management Plans for the relevant stage(s) of the Project: Construction Management Plan ("CMP"); Construction Noise and Vibration Management Plan ("CNVMP"); Network Utility Management Plan ("NUMP"); and the Traffic Management Plan ("TMP").

Construction

9. The Requiring Authority shall prepare a CMP or Plans for the Project overall or for each of the relevant Project stages. The purpose of the CMPs is to set out the detailed management procedures and construction methods to be undertaken in order to avoid, remedy or mitigate potential adverse effects arising from construction activities. The CMPs shall be provided to the Council with the relevant OPW for the stage it relates to.

10. The CMPs required by Condition 9 shall include specific details relating to the management of all construction activities associated with the Project or relevant Project stage, including:

    (a) details of the site or project manager and the construction liaison person identified in condition 3, including their contact details (phone, facsimile (if any), postal address, email address);

    (b) an outline construction programme, indicating in particular the likely time periods for road closures and anticipated traffic diversion effects;

    (c) the hours of construction;

(d) measures to be adopted to maintain the land affected by the works in a tidy condition in terms of disposal / storage of rubbish, storage and unloading of construction materials and similar construction activities;

(e) location of site infrastructure including site offices, site amenities, contractors yards, site access, equipment unloading and storage areas, contractor car parking, and security.

(f) the layout of the construction yard at the manukau sports bowl, including associated buildings, fencing and site access;

(g) procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials from the work site or places adjacent to the work site;

(h) procedures for the protection of significant trees and other vegetation;

(i) procedures for ensuring that residents, road users and businesses in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration and effects of the works;

(j) a health and safety plan;

(k) procedures for responding to complaints about construction activities;

(l) procedures for management of traffic incidents within the works area;

(m) procedures for the management of works which directly affect or are located in close proximity to existing network utility services;

(n) construction noise and vibration management;

(o) protocols for the management of ground breaking activities along the pipeline route to manage effects on the environment and human health should any contamination issues be encountered;

(p) procedures for the refuelling of plant and equipment;

(q) engineering design and construction drawings; and

(r) the provision for the storage of fuels, lubricants and refuelling to be managed in such a manner so as to prevent the discharge of contaminants from spillages.

11. The CMP shall be implemented and maintained throughout the entire construction period for the Project or relevant Project stage to manage potential adverse effects arising from construction activities to the greatest practicable extent.

Specific Construction Works

12. The Requiring Authority shall:

(a) use trenchless construction methods to lay the pipeline under State Highway 1 at Reagan Road.

(b) not undertake any works or associated activities on State Highway 20B within the vicinity of the SH20/Puhinui Road (SH20B) interchange in a manner that alters the current level of service at this interchange without NZ Transport Agency prior approval.

(c) locate the pipeline as close as is practicable to the centreline of the legal width of Campana Road, Papatoetoe

13. The Requiring Authority shall prepare a detailed site management plan for the two directly affected market garden properties between Campana Road and Pukaki Road, in consultation with the owners of those properties. The site management plan shall be prepared with assistance from a suitably qualified expert with experience in market garden practices. In addition to matters covered elsewhere in these conditions, the site management plan shall include consideration of:

(a) methods to prevent contamination of soil;

(b) methods to prevent weed infestation;

(c) programming of works to take account of seasonal variations and other business activities;

(d) management and replacement of subsoil and topsoil;

(e) provision for 24 hour access for the landowners' business activities;

(f) reinstatement and maintenance provisions;

(g) dust management measures; and

(h) other relevant matters as agreed in consultation with the property owners.

The appointment of this specialist and the preparation of the site specific plan shall be undertaken in consultation with the landowners.

Network Utilities Management Plan

14. Notwithstanding anything in Condition 7, the Requiring Authority shall prepare and implement a NUMP so that design and construction of the Project adequately takes account of and includes measures for the safety, integrity, protection or, where necessary, relocation of existing network utilities.

15. A copy of the NUMP shall be provided to the Council prior to construction commencing.

16. The NUMP shall include, but not be limited to, the following matters:

(a) provisions for liaison with all network utility operators and other infrastructure providers whose assets are directly affected by or located in close proximity to the project;

(b) provisions to enable other utility operators to access existing infrastructure for maintenance at all reasonable times, or emergency works at all times, whilst construction activities associated with the project are occurring; and

(c) provisions to ensure that all construction personnel, including contractors, are aware of the presence and location of the various utility services which traverse, or are in close proximity to the Project, and the restrictions in place in relation to those services. This shall include plans identifying the service locations and appropriate physical indicators on the ground showing specific surveyed locations.

17. The NUMP shall be prepared in consultation with the relevant network utility operators and other infrastructure providers and, in addition to the matters listed in Condition 16, shall address the following matters in respect of works or activities in proximity to the relevant utility services:

(a) measures to identify the location of existing utility services accurately;

(b) measures for protection, relocation and / or reinstatement of network utility infrastructure;

(c) measures to provide for the safe operation of plant and equipment and the safety of workers in proximity to live utility services;

(d) measures to manage potential induction hazards;

(e) procedures to manage dust and any other material potentially able to cause damage to overhead transmission lines;

(f) earthworks management, depth and extent of earthworks;

(g) vibration management; and

(h) incident emergency management.

18. The Requiring Authority shall consult with, and provide detailed design and construction plans and specifications to the New Zealand Refining Company Limited, Wiri Oil Services Limited and Transpower at least 20 working days prior to the intended commencement of any physical construction works that have the potential to come within 12 metres of their assets.

19. The Requiring Authority shall ensure that the power supply to the New Zealand Refining Company Limited densitometer site located at the end of Campana Road is not interrupted as a result of the proposed construction works. Should power supply to the densitometer site be required to be isolated for the Project, Watercare shall ensure that back-up supply is maintained by way of a suitable generator.

20. In the development of the NUMP, the Requiring Authority shall also investigate opportunities for other network utility operators or infrastructure providers, where practicable, to undertake upgrading works at the same time as construction of the Project.

21. The NUMP may be prepared as a standalone management plan or may form part of the Construction Management Plan, as determined by the Requiring Authority.

Construction Noise and Vibration

22. A CNVMP shall be prepared for the Project or relevant Project stage, by a suitably qualified expert.

23. The CNVMP shall include specific details relating to the control of noise and vibration associated with all Project works. The CNVMP shall be formulated and the works implemented to achieve, as far as practicable, compliance with the requirements of:

(a) NZS6803:1999 Acoustics — Construction Noise; and

(b) German Standard DIN 4150-3:1999 Structural Vibration – Effects of Vibration on Structures.

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

(a) noise sources, including machinery, equipment and construction techniques to be used;

(b) predicted construction noise levels;

(c) hours of operation, including times and days when noisy construction work and blasting would occur;

(d) construction noise criteria for specific areas and sensitive receivers such as schools, child care centres, medical or aged care facilities;

(e) the identification of activities and locations that will require the design of noise mitigation measures such as temporary barriers or enclosures and the details of such measures where the Project noise criteria are predicted to be exceeded;

(f) the measures that will be undertaken by the Requiring Authority to communicate noise management measures to affected stakeholders;

(g) development of alternative management strategies where full compliance with NZS6803:1999 cannot be achieved;

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

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

25. The CNVMP shall also describe measures adopted to meet the requirements of German Standard DIN4150, and as a minimum shall address the following aspects

(a) vibration sources, including machinery, equipment and construction techniques to be used;

(b) provision for the determination of buildings that require pre-condition surveys to be re-evaluated following test blasts at the commencement of blasting;

(c) preparation of building condition reports on 'at risk' buildings prior to, during and after completion of works, where for the purposes of this condition an 'at risk' building is one at which the levels in the German Standard DIN4150 are likely to be approached or exceeded;

(d) provision for the use of building condition surveys to determine the sensitivity of the building(s) on the adjacent sites to ground movement in terms of the Line 1-3 criteria of the DIN standard;

(e) identification of any particularly sensitive activities in the vicinity of the pipeline route (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry).

(f) alternative management and mitigation strategies where compliance with German Standard DIN 4150-3:1999 cannot be achieved;

(g) the measures that will be undertaken by the Requiring Authority to communicate vibration management measures to affected stakeholders;

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

(i) methods for receiving and responding to complaints about construction vibration.

26. The CNVMP shall be implemented and maintained throughout the entire construction period and shall be updated when necessary.

Roading and Traffic Management

27. The Requiring Authority shall undertake a condition survey of the carriageway along the designated route and submit it to the Council prior to the commencement of construction. The condition survey shall include but not be limited to a photographic or video record of the carriageway along the designated route.

28. An overarching TMP shall be prepared for the Project and any future major programmed maintenance renewal or replacement works. The TMP should set out general processes for the submission of the appropriate Site Specific Traffic Management Plan ("SSTMP") to the Council and should address the following:

    (a) the staging of the works including details of any proposals to work on multiple sections of the route concurrently;

    (b) general methodology for determining when works will be undertaken on various road types (e.g. arterials, local roads etc);

    (c) general methodology for selecting detour routes; and

    (d) identification of any potential road closures and provision for emergency vehicles.

29. The TMP shall be provided to the Council at least one month prior to commencement of the Project or relevant Project stage.

30. SSTMPs shall be prepared for the Project or relevant Project stage, by a suitably qualified person. SSTMPs are to be provided to the Council with an application for the required Road Opening Notice (RON) prior to any work commencing on the relevant Project stage to which the SSTMP relates.

31. SSTMPs shall be provided to the Council no less than 15 working days prior to the commencement of construction.

32. SSTMPs shall describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the Project or relevant Project stage. In particular, SSTMPs shall describe:

    (a) traffic management measures to mitigate impact on traffic capacity at peak hours during weekdays and weekends;

    (b) where road closures are deemed necessary by the Council, details of any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;

    (c) the capacity of proposed detour route(s) and their sufficiency to carry the additional traffic volumes and any safety issues associated with the detour route, including mitigation measures where required;

    (d) specific traffic management plans across arterial intersections such as Aspiring Avenue/Mathews Road, Te Irirangi Drive, and Great South Road;

    (e) where the route crosses intersections with Regional Arterial roads, measures to maintain the existing number of lanes during the weekday peak periods of 7am – 9am and 4pm – 6pm except with prior approval of the Road Controlling Authority.

    (f) provisions for safe and efficient access of construction vehicles and methods to manage the effects of the delivery of construction material, plant and machinery,

including the potential effects of High Sided Vehicles and construction machinery on trees that overhang the designation;

(g) measures to maintain, where practicable, existing vehicle access to property in order to enable, as far as practicable, normal operations on the property to continue, or to provide alternative access arrangements;

(h) measures to maintain, where practicable, pedestrian and cyclist access on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to provide the shortest and most convenient detours where such detours are necessary;

(i) proposed monitoring to measure the impact of the works on traffic and the impact of the traffic management measures;

(j) definition of the proposed construction zone and area available for traffic; and the location of barriers and fences to protect the construction site;

(k) measures to maintain the normal day-to-day operations of public transport providers, or proposed alternatives where changes are required;

(l) any temporary changes in speed limit;

(m) provision of safe and efficient access of construction vehicles to and from the construction site, including the movement of construction traffic on local roads; and

(n) the measures that will be undertaken by the Requiring Authority to communicate traffic management measures to affected road users and stakeholders.

33. SSTMPs shall be prepared following consultation with the following key stakeholders:

(a) road controlling authorities;

(b) emergency services (police, fire and ambulance);

(c) local business associations;

(d) Auckland Regional Transport Authority (or its successor) and any bus operators which operate scheduled services along the route;

(e) schools and childcare centres with frontage or access to roads where works are taking place; and

(f) Auckland Airport.

34. The Requiring Authority shall provide, where practicable, two temporary traffic lanes adjacent to the construction works on roads carrying more than 5000 vehicles per day. In this respect the construction equipment and process shall be modified where practicable to achieve the lane provisions required. In addition, details of the hours of work for works on or adjacent to these roads shall be provided.

35. All TMPs (including SSTMPs) shall be consistent with the New Zealand Transport Agency *Code of Practice for Temporary Traffic Management* which applies at the time of construction.

36. All TMPs (including SSTMPs) shall be subject to an independent safety and traffic operational audit prior to being submitted to the Council.

37. As soon as practicable following completion of construction the Requiring Authority shall:

(a) repair any damage to public carriageways and footpaths (and associated road components) resulting from the impacts of construction. Such repair may involve short-term maintenance to allow for settling and consolidation of carriageways prior to final repair by the Requiring Authority; and

(b) re-grass areas (including berms) that were previously grassed.

Flat Bush Future Development Area

38. The Requiring Authority shall review the design details of the works in the vicinity of Hodges Road and Thomas Road having regard to the Council's future development plans for the Flat Bush Area. In this respect, the Requiring Authority shall, inter alia, for that portion of the pipeline east of Adamson Road:

(a) design the vertical alignment of the pipeline such that any future public road constructed over the pipeline can be designed in accordance with the 'Austroads Guide to Road Design' – Part 3, Geometric design and Part 4, Intersections and crossings; and

(b) review the vertical alignment of the pipeline across the Hodges Road gullies in consultation with the Council, including review of options to place the pipeline across the gullies on a pipe bridge, in an embankment, or in a trench following the current vertical profile of the ground, with the objective of the review being to confirm a vertical alignment for the pipeline which does not result in unreasonable constraints on the Council at the time the road is constructed.

The Requiring Authority shall submit detailed plans for the watermain in the Flat Bush area to the Council at least six months prior to construction, to provide an opportunity for the Council to co-ordinate their future development works with the proposed construction of the watermain.

Works within Road Reserve

39. On completion of construction within Council roads and State Highways, all works shall be reinstated in accordance with the Code of Practice for Working in Roads which applies at the date that the contract for the relevant Project stage is awarded, unless otherwise agreed between the Requiring Authority and the road controlling authority.

40. A completion report for each Project Stage shall be submitted to the Council detailing the reinstatement works on all public roads including Quality Assurance records.

41. The Requiring Authority shall submit to the Council, detailed as-built drawings in accordance with the Council's Quality Assurance Manual (QAM) within three months of the commissioning of each stage of the pipeline.

Construction Hours

42. Construction hours shall be generally as follows, except where work is necessary outside the specified days or hours for the purposes specified in Conditions 42(a) to (e) below.

- Monday to Friday: 7am to 9pm;
- Saturday: 8am to 5pm;
- Sundays and public holidays: No Work.

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

(a) where work is specifically required to be planned to be carried out at low traffic times (for example, excavation across busy intersections);

(b) for delivery of large equipment;

(c) in cases of emergency;

(d) for securing of the site or removing a traffic hazard; and / or

(e) for any other reason specified in the CMP or SSTMP.

Community Information and Liaison

44. The Requiring Authority shall prepare a Communications Plan ("**CP**") setting out:

(a) the method/s of consultation and liaison with key stakeholders and the owners/ occupiers of neighbouring properties regarding the likely timing and duration of works, alternative routes, access to properties and any proposed alterations to public transport services;

(b) details of prior consultation or community liaison undertaken with the owners/occupiers of neighbouring properties, key stakeholders, schools, public transport providers, emergency services or representative groups regarding proposed road or lane closures, potential diversions and delays, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise; and

(c) full contact details for the person appointed to manage the public information system and be the point of contact for related inquiries.

45. The Requiring Authority shall submit the CP to the Council at least one (1) month prior to construction commencing on any defined stage.

Tree Management

46. When providing details as to how impacts of construction on trees and vegetation will be managed in the CMP, as required by condition 10, the following shall apply:

(a) the Requiring Authority's arborist shall provide an updated accurate list of all trees affected. This shall include a description of potential root loss, pruning, proximity of excavations and a brief statement on proposed outcome. The list shall also include protection status and specific tree protection requirements;

(b) all excavation work within the dripline or root zone of any tree in a Council street or Council reserve, any scheduled tree or any tree that would otherwise be generally protected under the District Plan and is located upon private land (and extends over the work site), shall be supervised by a Council approved arborist;

(c) any root or limb with a diameter in excess of 35mm where severance is required shall be supervised by the approved arborist in accordance with best practice to provide, as far as practicable, for the long-term health and vitality or stability of the subject tree(s);

(d) any scheduled tree or any tree that would otherwise be generally protected under the District Plan and considered by the Requiring Authority's arborist to be at risk of damage from the construction works, adjacent to construction areas, will be fenced off to minimise and/or avoid any damage to the rootplate area of the subject tree;

(e) where a Council owned tree has been damaged and a Council arborist assesses that remedial work is necessary, the works shall be undertaken by a competent Council approved arborist and the Requiring Authority shall be directly liable for all remedial costs. Should a Council owned tree be damaged beyond repair or destroyed then the Requiring Authority shall be directly liable for all costs relating to tree removal and replacement planting; and

(f) where replacement planting is required to remediate the loss of a Council owned tree, the species and location of the replacement tree shall be approved by the Council.

47. Following the completion of construction the Requiring Authority shall provide a monitoring report to the Council that lists all trees, in accordance with condition 39(a), that were subject to any cutting or damage of the roots, trunk, or canopy to an extent deemed more than minor by the Requiring Authority's arborist.

Archaeology and Heritage

48. Detailed protocols for the management of archaeological and waahi tapu discoveries shall be developed by the Requiring Authority in consultation with tangata whenua and the New Zealand Historic Places Trust prior to construction.

49. The Requiring Authority shall employ a qualified archaeologist who shall:

(a) prior to the commencement of works in the vicinity of the south bank of the Waiokauri Creek, engage an archaeologist to mark out the extent of the intact lens of site R11/ 1111.

(b) be on site to monitor earthworks in rural land adjoining the Waiokauri Creek, including surface stripping of the site, to establish whether any sub-surface archaeological features are present.

(c) upon completion of the works, the archaeologist shall certify to the Council in writing whether or not any archaeological features have been discovered.

50. Subject to Condition 51, if any archaeological sites, including human remains are exposed during site works then the following procedures shall apply:

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

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

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

51. Condition 50 shall not apply where the Requiring Authority holds all relevant approvals under the Historic Places Act 1993, apart from the requirement in the case of discovery of human remains to contact tangata whenua and the New Zealand Police.

Contamination

52. The Requiring Authority shall notify the Council immediately on identification of any contamination found along the pipeline route which was not identified in the reports submitted in support of the Notice of Requirement, including contaminated soil, surface water or groundwater. Any contamination that is discovered shall be investigated, remediated, disposed of and reported on (including validation) in accordance with the Ministry for the Environment Contaminated Land Management Guidelines and the relevant guidelines addressing contaminants from specific industries or activities.

Site Reinstatement

53. When contractors' yards or other temporary works areas are no longer required for any construction or operational purpose, all buildings, structures and associated activities (including site offices, storage and equipment sheds, fencing and hard stand areas) shall be removed and the area reinstated to at least the standard which existed prior to commencement of works.

54. Reinstatement of the Manukau Sports Bowl (1 & 19R Boundary Road) shall be undertaken in accordance with a specific site reinstatement plan, including proposed landscaping and maintenance, as agreed with Council's Manager – Parks.

Lapsing of designation

55. The designation shall lapse on the expiry of a period of 10 years after the date it is included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:

    (a) it is given effect to before the end of that period; or

    (b) the Council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

SCHEDULE 5A.57: CONDITIONS ON DESIGNATION - BAIRDS EDUCATION PROGRAMME CENTRE (YEARS 11-13), SPECIAL SCHOOL AND EARLY CHILDHOOD EDUCATION CENTRES

[AM 115]

That all conditions detailed in Schedule 5A1:1 to the Chapter 5 of the Manukau Operative District Plan 2002 shall be apply to this Designation (Bairds Education Programme Centre (Years 11-13), Special School and Early Childhood Education Centres) except where expressly altered by a condition below.

1. The Bairds Education Programme Centre (Years 11-13) shall be limited to a maximum of 400 students on site at any one time.

2. The Early Childhood Education Centres shall have a combined total of no greater than 100 children on site at any one time aged between zero and five years old.

3. The Special School shall be limited to a maximum of 100 students on site at any one time.

4. The existing Early Childhood Education Centre (ECE) located in Area 'A' – as shown on Bairds Education Programme Centre, Special School and Early Childhood Education Centres Designation Plan – shall be subject to the following noise limits:

DAY/TIME	NOISE LEVEL (L_{10}) DBA
Mon – Sun, 7.00am – 10.00pm (0700 -2200)	55
Mon – Sun, 10.00pm –7.00am (2200 -0700)	45

L_{MAX}= 75dBA

This condition shall be in replacement of the general noise condition for Designation 5.

Noise other than construction noise shall be measured and assessed in accordance with the requirements of the New Zealand Standards NZS8801:1991 "Measurement of Sound and NZS 6802:1991 "Assessment of Environmental Sound".

All other activities on the site other than within Area 'A' shall be subject to the noise limits prescribed in Schedule 5A1:1 of the Operative District Plan.

5. The number of car parking spaces required to be provided in to the use of any buildings on site for Education Programme Centre(EPC) purposes shall be provided at a ratio of 1 parking space per 5 students, plus 2 accessible parking spaces.

6. The number of car parking spaces required to be provided in to the use of any buildings on site for Special School purposes shall be calculated at a ratio of 2 parking spaces for every 3 staff members employed on site or operating from the site at any one time, plus 1 space for every 30 pupils aged 15 years and over, and 1 accessible car parking space.

7. The number of car parking spaces required to be provided in to the use of any buildings on site for Early Childhood Education Centre (ECE) purposes shall be calculated at a ratio of 1 parking spaces for every staff member employed or operating from the site at any one time, plus 1 space for every 10 children where there is parental participation in the daily operation of the facility, plus 1 accessible car parking space for each ECE, plus a suitable drop-off area.

8. Any additional car parking spaces, accessways and manoeuvring areas on site shall be designed/constructed in accordance with:

   (a) The Council's "Manual of Engineering Quality Standards.

      (i) Standard parking spaces marked in accordance with drawing R4 (refer update Feb 2000).

      (i) All new accessways, parking spaces, manoeuvring areas shall be formed, sealed and provided with adequate stormwater drainage as per drawing R20 (refer update Aug 2006); **Or**

   (b) Any replacement standard adopted by council; **Or**

   (c) Any alternative construction approved by Council.

   Such standards or approved construction will form the basis of any relevant Outline Plan of Works.

9. That all accessible parking spaces as required under conditions 6, 7 and 8 shall be marked for accessible parking in accordance with New Zealand Standards NZS4121-2001.

10. That bicycle stands/racks shall be provided adjacent to the main entrance of the EPC building. Design shall be in accordance with Australian Standard AS 2890.3-1993, Parking Facilities Part 3 – Bicycle Parking Facilities.

11. A car drop off area and bus drop off area as indicated in Figure 10-1 of the letter from SKM dated 24 August 2010 shall be provided prior to the start of the 2011 academic year after consultation with the Council.

12. The Education Programme Centre shall develop a School Travel Management Plan (STMP) which provides specifically for the safe transportation of pupils and measures to reduce vehicle dependency , including measures for car polling, the encouragement of the use of public transport and of cycling and walking. This Plan shall be developed in consultation with staff at Council and submitted within 2 months of the alteration to the designation being confirmed. The STMP shall be maintained and regularly reviewed and updated as necessary to remain effective while the Centre is being operated under this designation.

13. A financial contribution of $16,800.00 including GST shall be paid by the Requiring Authority for providing a pedestrian zebra crossing in front of 52 Otara Road, prior to commencement of the 2011 academic year.

FIGURE 5.10 BAIRDS EDUCATION PROGRAMME CENTRE (YEARS 11-13) SPECIAL SCHOOL AND EARLY CHILDHOOD EDUCATION CENTRES

SCHEDULE 5A.58: CONDITIONS ON DESIGNATION 231A – AUCKLAND INTERNATIONAL AIRPORT: LANDUSE (RENTON ROAD AREA)

[AM 116]

1. The following conditions from Designation 231 (existing as at **30 October 2009**) shall apply:

   - Condition 4
   - Condition 9
   - Condition 9A
   - Condition 13(b)
   - Condition 13(c)
   - Condition 17
   - Condition 19 and
   - Condition 21.

   Note: in relation to this condition, references to the "designated area" in the conditions to Designation 231 shall be read as references to the land to which Designation 231A applies.

   In addition, the following conditions also apply to this designation:

2. Auckland International Airport ("the Airport") activities within Designation 231A shall be limited to:

   (a) Runways, taxiways and other aircraft movement areas and aprons;

   (b) Aircraft Operations;

   (c) The repair, maintenance and servicing of aircraft;

   (d) Air freight operations which require airside frontage;

   (e) Landscaped open space buffer areas (refer Figure 231A.1);

   (f) Activities that are ancillary to the above activities; and

   (g) Buildings and other Structures required for the above activities.

3. An outline plan of any work in the designated area must be submitted to the Council pursuant to section 176A of the RMA, unless, in the case of minor works, the Council waives the requirement for an outline plan.

4. The outline plan shall include, in addition to the matters required under section 176A of the RMA:-

   (a) A report or reports covering the following matters, as relevant to the scale and location of the works proposed:

Site Layout

(i) Whether the site layout is compatible with the site development (existing or potential) of adjoining sites and the streetscape;

(ii) Whether the building aligns with Oruarangi Road or realigned Renton Road (if relevant), to create a clear spatial system along the roads;

(iii) Whether buildings align with other buildings on the site or (existing or potential) on adjoining sites;

Design and External Appearance of Buildings and Structures

(i) Whether site levels and building form, colour and texture are used to reduce the apparent height and bulk of large buildings where viewed from Ihumatao Road, Oruarangi Road and realigned Renton Road;

(ii) Whether building platforms are designed in such a way that one building is not more dominant than neighbouring buildings;

(iii) Whether rooftop mechanical equipment is integrated into roof forms or otherwise concealed from adjacent roads and reserves;

(iv) Whether there will be a consistency of building materials and colours between buildings (including buildings on adjoining sites);

(v) Whether service areas and loading docks, car parks, loading docks are designed to face away from the front yard;

(vi) Whether any security fencing is integrated with planting and buildings so as to avoid any adverse visual effect on Ihumatao Road and realigned Renton Road;

(vii) Whether low glare, high cut-off exterior lighting is used, and integrated with the architectural and landscape design;

(viii) Whether signage is integrated with the architectural and landscape design.

Landscape Treatment

(i) Whether existing planting along the Ihumatao Road frontage is to be retained and/or enhanced and, in the area shown as “supplementary landscape planting” on Figure 231A.1, whether the landscape planting proposed will complement and be consistent with the planting approved under any Comprehensive Development Plan for Precinct E within the Mangere Gateway Heritage Area.

(ii) Whether a continuity of planting along the realigned Renton Road frontage is to be achieved to enhance the streetscape;

(iii) Whether the proposed landscape design enables the site as a whole to relate positively to development on adjoining sites and the road, and neighbouring areas of open space;

(iv) Whether the landscape treatment is in scale with the proposed development, providing for the visual softening of large buildings and the screening of parking, loading and storage areas;

(v) Whether the form (including density, species, depth and height) of planting that is proposed to be undertaken within the site provides coherent design with existing trees and shelterbelts on and immediately adjacent to the site;

(vi) Whether the proposed plantings are to be placed so that they do not obstruct views of landscape or landmark features.

Land Modification

In relation to any land modification exceeding 200m^3, details of the following:

(i) Alteration to Natural Landscape - Whether any earthcut or fill will remove existing vegetation, alter the existing topography of the site, or affect existing natural features including landforms, and the impacts on the area's amenity values and cultural values, including wahi tapu.

(ii) Site Stability and Erosion - Whether the effects from natural hazards will be avoided, remedied or mitigated, and the extent to which earthworks affect the stability and erosion potential of the site and surrounding site.

(iii) Topography in Relation to Adjacent Land - Whether the site contours and final contours co-ordinate with the final levels of adjoining land.

(iv) Flooding - Whether the earthworks and finals levels will adversely affect overland flowpaths or increase the potential for flooding within the site or surrounding area.

(v) Utility Services - Whether the earthworks and final levels will adversely affect existing utility services.

(b) Evidence of consultation with an appropriately delegated representative/s of the Makaurau Marae and Te Kawerau Iwi Tribal Authority Incorporated including confirmation whether the delegated representative/s has sighted the final version of the outline plan of works that is to be submitted to Council.

(c) An analysis and prediction of the noise associated with the proposed works, so as to demonstrate compliance with Conditions 7-9 of this designation.

(d) Details of traffic management proposals for the period of construction of the proposed works, and for the operation of the proposed activities once established.

(e) The timetable for completion of works.

5. The land shown as "Landscape Buffer Area" in Figure 231A.1 shall be planted and developed in accordance with a Landscape Buffer Development and Landscape Treatment Plan 3 years prior to any building being erected in the Designation 231A area or within 5 years of this designation being incorporated in the District Plan, whichever is the earlier date. The Landscape Buffer Development and Landscape Treatment Plan shall include provision for the following:-

(a) Maintaining Ellett House and its surrounds to an appropriate sustainable standards suitable for a productive use, and in accordance with recognised conservation principles.

(b) Retaining the existing stone wall as a landscape and cultural heritage feature and ensuring that any planting will avoid archaeological site R11/2471 adjacent to the stone wall and the stone wall itself.

(c) The establishment of appropriate native vegetation (eco-sourced where practical), "story board" signage and/or a tohu (monument) or plaque(s) to acknowledge archaeological sites, and Maori past presence, use and traditional relationship to the site.

(d) Any security fencing is to be located on the airport side of the landscape buffer, i.e. to the east of the realigned Renton Road. No security fencing is to be located on or beside realigned Renton Road itself or on the western boundary of the designation.

(e) Other than the signage required under c. or security signage, including in relation to .d above, no signage shall be visible from realigned Renton Road or Ihumatao Road.

6. In relation to Ihumatao and the realigned Renton Road boundaries of this designation, no part of any building within the designated area shall project beyond a building envelope contained by a 55 degree recession plane from points 2.5 metres above the edges of those roads (i.e. the maximum height = 2.5 metres plus 1.428 x distance from the edge of the road). For the purposes of this condition the edge of Ihumatao Road is defined by the south-western boundary of Ihumatao Road while the edge of realigned Renton Road boundary of the designation is defined by the south-eastern edge of the carriageway of the realigned Renton Road.

7. Noise from Aircraft Operations within the area of the Designation shall not exceed a Day/ Night level (Ldn) of 55dBA within the notional boundary of any dwelling within the Mangere-Puhinui Rural or Papakainga zones which is outside the Designation and outside the area of Designation 231 (where the notional boundary is defined in Appendix A of NZS6801:1999 Acoustics: Measurements of Environmental Sound). For the purpose of this control aircraft noise shall be measured in accordance with NZS6805:1992 and calculated as a 12 month rolling logarithmic average.

8. The noise from the testing of engines, which are in situ on an aircraft, within the designated area, combined, where relevant, with the noise from the testing of engines, which are in situ, on aircraft within the area of Designation 231, shall not exceed the following noise limits within the notional boundary of any dwelling outside the Designation and outside Designation 231 and outside the HANA, MANA and ANNA in the Mangere-Puhinui Rural or Papakainga Zones (where the notional boundary is defined in Appendix A of NZS6801:1999 Acoustics: Measurement of Environmental Sound):

   7 day rolling average Ld n 55dBA

   10pm to 7amLmax 75dBA

   For the purpose of this control, the noise arising from testing of in situ aircraft engines shall be measured in accordance with NZS6801:1999 Acoustics: Measurement of Environmental Sound.

9. The noise from any use of the designated area for any purposes other than:

   - *Aircraft Operations;*
   - *Testing of in situ aircraft engines; and*
   - *The use of audible bird scaring devices for the discouragement of birds;*

   combined with, if relevant, the noise from any use of the area of Designation 231 for the same purposes, shall not exceed the following noise limits within the notional boundary of any dwelling outside the designated area or the area of Designation 231 in the Mangere-Puhinui Rural, or Papakainga zones (where the notional boundary is defined in Appendix A of NZS6801:1999 Acoustics: Measurement of Environmental Sound).

AVERAGE MAXIMUM LEVELS			MAXIMUM
L10 dBA			Lmax dBA
Monday to Saturday (0700-1800)	Monday to Saturday 6pm – 10pm (1800 – 2200) AND Sundays and Public Holidays, 7am – 10pm (0700 – 2200)	At all other times	10pm – 7am (2200 – 0700)
55	50	45	70

For the purpose of this control, other noise shall be measured in accordance with NZS 6801:1999 Acoustics: Measurement of Environmental Sound and assessed in accordance with NZS 6802:1991 Assessment of Environmental Sound.

10. Changes to the Noise Management Plan (NMP) required by the Conditions attaching to Designation 231 to address the area covered by this designation are to be presented to the ANCCG within 6 months of this designation being confirmed. AIAL shall invite comments from the ANCCG before finalising the changes to the NMP.

11. The existing portion of Renton Road shown on the attached diagram to be closed as part of the new designation be replaced by a new road over which public access is provided to the buried fossil forest located in the coastal banks of lot 2 DP 62092 and allotment 164 Manurewa parish. This condition complements condition 17 in existing Designation 231.

12. In the event of archaeological features being uncovered during any works undertaken within the designation (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, koiwi tangata (human skeletal remains)) , work shall cease within a 10 metre radius of the discovery and the Environmental Management Group, Manukau City Council, (or its successor), the New Zealand Historic Places Trust and the appropriate iwi authorities shall be contacted within 72 hours, so that appropriate action can be taken. Work should not recommence until the applicant has consulted with the iwi authorities and obtained New Zealand Historic Places Trust approval for the work to continue. Note: at the request of mana whenua, AIAL must make an area available for the reburial of any koiwi found within the designated area.

SCHEDULE 5A.59: CONDITIONS ON DESIGNATION 308 – ROAD UPGRADING PURPOSES

[AM 117]

1. Prior to the commencement of the physical works, Manukau City Council as Requiring Authority shall prepare and submit to Manukau City Council as consent authority an Outline Plan of Works pursuant to section 176A of the Resource Management Act 1991.

2. The scope and extent of the works envisaged within the designations shall be in accordance with the Notices of Requirement and the plans submitted with the Notice of Requirements (identified as Council reference Notices of Requirement MCC 1 and MCC 2) and subject to any modification required to comply with the conditions set out below.

3. The provisions of the Notices of Requirement shall be inserted into the Manukau Operative District Plan to reflect the nature and extent of the requirements and shall not expire prior to 2020.

4. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

5. At all times, reasonable access shall be maintained from the roading network to all private properties during normal business hours whether a property is directly affected or not by the construction and operation works occurring. This shall be a requirement clause in all contracts awarded for the works. If necessary temporary access or ramps shall be provided to achieve this.

6. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control". A Traffic Management Plan shall be prepared by the Contractor covering traffic control within the affected areas and the maintaining of access to properties during normal business hours.

7. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property.

8. All reinstatement works within the road reserve is to be carried out in accordance with the current version of Council's Engineering Quality Standards including the "Code of Practice for Working in the Road".

9. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times.

10. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads or on private land. Any such material deposited on any public road or private property shall be cleaned up immediately at the Requiring Authority's expense.

11. All earthworks on the designated land are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion/siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

12. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics – Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803: 1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

13. The hours of work shall generally be between 7.30am and 6.00pm, Monday to Saturday inclusive. However it is recognised that there will be occasions when, for the sake of

maintaining access to properties and minimising disruption to business operations in the area, that working outside those hours will be of benefit to the businesses and to progress of the construction. Such occasions shall be part of the consultation process with the businesses affected and also to be agreed by specific approval of the Team Leader Resource Compliance.

14. The road carriageway shall be designed in accordance with the requirements of Manukau City Council Engineering Quality Standards.

15. The Requiring Authority shall liaise with affected Public Utility Service Providers with respect to the relocation and upgrading of existing services within the area affected by the NoR. Any public utility service cabinets or transformers shall be located adjacent to the property boundary, where practical.

16. The Requiring Authority shall undertake any works in close proximity to the existing Vector gas main in the westbound lane in accordance with the requirements of that Requiring Authority (Vector Gas Ltd).

17. Cycleways shall be provided along both sides of Aliens Road and Smales Road utilizing where necessary a shared cycle lane/footpath to create a continuous cycle lane from Smales Road to the connection on Highbrook Road.

18. Any existing stormwater pipelines that are to be made redundant as a result of the work shall be sealed off at each end, and any manholes they were connected to shall be made good.

19. All catchpits shall be located clear of vehicle crossings, where practical.

20. All road stormwater drainage systems shall be designed in accordance with Manukau City Council's Engineering Quality Standards.

21. Any required bus stops affected by the proposed work shall be provided in accordance with the Manukau City Council Bus Stop, Bus Shelter Policy and Guidelines. Bus stops shall be constructed to comply with Manukau City Council Engineering Quality Standards drawing R27. Locations shall be shown on the OPW.

22. Street lighting shall be provided in compliance with Manukau City Council Public Lighting Design Standard.

23. A Stormwater contribution shall be paid to Manukau City Council. This contribution shall be made up of:$8,890.00 plus GST per hectare for the total area of this development from the western end of the NoR area up to the side boundary between 5 and 7 Smales Road. (S213 - Kerwyn Avenue Stormwater).$14,180 plus GST per hectare for the total area of this development between the side boundary between 5 and 7 Smales Road and the eastern end off the NoR. (S198 - Lady Ruby, East Tamaki stormwater).

24. Retaining walls shall be provided at the front boundary of neighbouring properties only when it is the only feasible option to deal with differences in level, and shall be located entirely within the affected property to avoid encroachment on the service berm.

25. The Requiring Authority shall submit a Landscape Mitigation Plan as part of the OPW. The Plan will provide for the identification of existing trees and vegetation affected by the proposed works which, where practicable, are to be retained. These trees will be protected during the construction programme.

    (a) Where existing landscaping is impacted by the proposed road works a detailed landscaping plan will be prepared for each property along the route in consultation with each property owner. The Plan will have regard to the quality and quantity of any existing landscaping and will provide for:

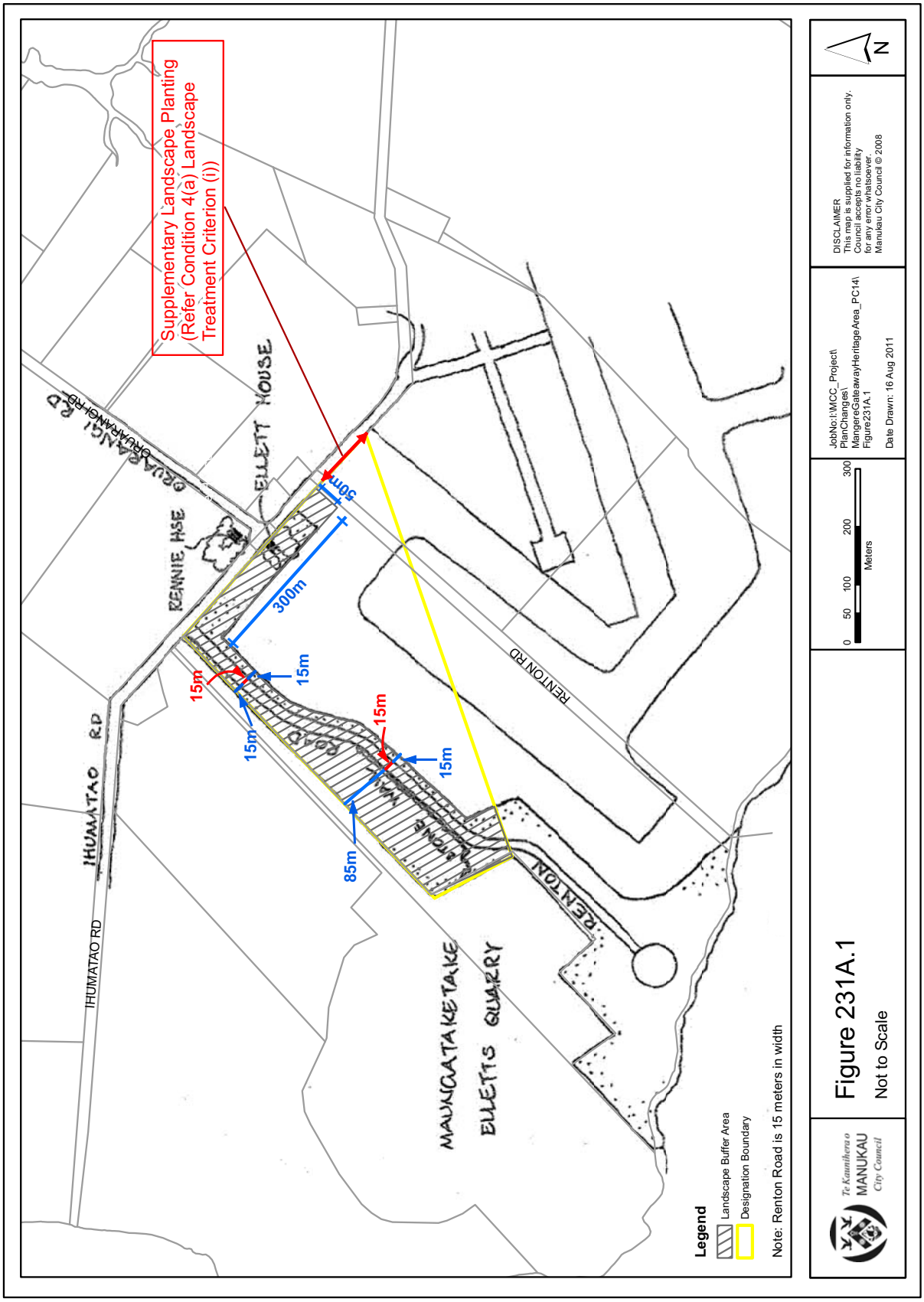
(i) A schedule of species to be planted, including botanical name, average plant size at time of planting and average mature height;

(ii) The timing of planting which could, in consultation with landowners, include opportunities for early planting;

(iii) Replacement fencing, walling and boundary planting, which should be appropriately determined after discussion with individual landowners.

(b) All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity.

26. Before any physical work is commenced the requiring authority and the contractor working in that area shall ensure that the owners of all affected properties are notified in writing advising them of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom the owners or occupiers can liaise if the need arises.


Supplementary Landscape Planting
(Refer Condition 4(a) Landscape
Treatment Criterion (i))
ELLETT HOUSE
RENNIE HSE
ORUARANGI RD
ORUARANGI RD
IHUMATAO RD
IHUMATAO RD
RENTON RD
RENTON RD
MAUNGATAKETAKE
ELLETTS QUARRY
50m
300m
15m
15m
15m
15m
15m
15m
85m
Legend
Landscape Buffer Area
Designation Boundary
Note: Renton Road is 15 meters in width
Figure 231A.1
Not to Scale
Te Kaunihera o MANUKAU City Council
0 50 100 200 300
Meters
JobNo:I:\MCC_Project\PlanChanges\MangereGatewayHeritageArea_PC14\Figure231A.1
Date Drawn: 16 Aug 2011
DISCLAIMER
This map is supplied for information only. Council accepts no liability for any error whatsoever.
Manukau City Council © 2008
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SCHEDULE 5A.60: CONDITIONS ON DESIGNATION 309 – JET FUEL PURPOSES

[AM 118]

General conditions

1. For the purpose of these conditions:

   (a) **Renewal** means the replacement of aboveground components and the excavation and renewal of sections of the pipe up to 200 mm in diameter. Where practicable the requiring authority shall endeavour to limit excavation and renewal of pipelines to a maximum of 20 lineal metres of pipeline per 14 calendar day period:

   (b) **Upgrade** means adding aboveground components relating to existing isolation valves, cathodic protection terminals, surface markers and warning signage, that are of a similar scale and character:

   (c) **Road** has the same meaning as in section 2 of the Resource Management Act 1991 ("**the RMA**").

2. The stated purpose of the designation shall be included in Schedule 5A, Chapter 5 of the Manukau Operative District Plan (2002) as follows:

Designation ID No	Map Reference	Description of Designation	Underlying Zone	Requiring Authority
[TBA]	13, 18, 19	Jet Fuel Transmission Purposes	Various	Wiri Oil Services Limited

3. The works undertaken to give effect to the designation shall be generally in accordance with the plans and information submitted by Wiri Oil Services Limited ("**the Requiring Authority**") including Proposal 36647, Sheets No 1 – No 11.

4. The designation corridor shall be a 12 m wide strip on land other than roads, and a 6 m wide strip on land comprising road, as shown on the pipeline route maps included as Annexure B to the Notice of Requirement

5. For the avoidance of doubt, where the designation applies to road corridors the designation shall not extend across any adjacent private property unless that private property is subject to an easement in relation to the WAP.

6. The Requiring Authority shall respond within 15 working days of receiving any request for its written approval under Sections 176 or 177 of the RMA.

7. Prior to the commencement of any physical works within the Designation, the Requiring Authority shall submit to Council an Outline Plan of Works pursuant to Section 176A of the RMA unless condition 27 applies.

8. In the event of archaeological features being uncovered (e.g. shell midden, hangi, oven stones, pit depressions, defensive ditches, artefact material, or koiwi tangata [human skeletal remains]), non-emergency works shall cease within a 10 m radius of the discovery and the Environmental Management Group - Manukau City Council, the New Zealand Historic Places Trust and the appropriate iwi authorities shall be contacted within 72 hours so that appropriate action can be taken. In the event of emergency works, all reasonable steps shall be taken to protect archaeological features and all parties shall be contacted as soon as practicable.

9. The Requiring Authority shall meet all its own costs associated with reviewing any proposal by Manukau City Council to undertake roading works or activities.

10. Access to overhead electricity transmission lines, poles or supporting structures is permitted at all times in accordance with the Electricity Act 1992.

Specific conditions

11. Land Comprising Roads

(a) On land comprising roads the maximum width of the designation shall be 6 m.

(b) On land comprising roads within the designation corridor, no person other than the Requiring Authority shall disturb the soil below a depth of 0.4 m from the surface without the prior written approval of the Requiring Authority or its authorised agent pursuant to sections 176 and/or 177 of the RMA.

(c) Within the designation corridor no person shall undertake road opening, trenching, excavation or drilling (including micro drilling and directional drilling), or lay underground high voltage power lines, either in parallel with or intersecting the Requiring Authority's pipeline, without first obtaining the latter's written approval.

(d) The Requiring Authority's approval is not required under sections 176 or 177 of the RMA for the following works or activities:

(i) Road widening or associated works in accordance with an existing road designation;

(ii) Repair, maintenance or upgrading of an existing road surface;

(iii) Repair, maintenance or upgrading of any existing network utility infrastructure;

where a Road Opening Notice ("**RON**") has been obtained from the Council, provided in all cases that:

(iv) Soil is not disturbed below a depth of 0.4 m from the surface; and

(v) The finished surface level is not reduced below the pre-existing surface datum; and

(vi) No structure is erected or tree or shrub planted within the designated corridor.

(e) Emergency works may be performed in line with the Vector advice booklet (dated 2004) by excavation to 0.4m depth below the surface and thereafter the use of hand tools only. Emergency operations should be notified immediately to Vector Gas Ltd or their agent who provide an on-call service outside of normal working hours.

12. Land other than Roads

(a) For land other than roads the maximum width of the designation shall be 12 metres.

(b) Within the designation corridor no person other than the Requiring Authority shall:

(i) erect any structure, or

(ii) plant any tree or shrub, or

(iii) disturb the soil below a depth of 0.4 m, or

(iv) do anything on or to land which may damage or endanger the pipeline

without the prior written approval of the Requiring Authority or its authorised agent pursuant to sections 176 and/or 177 of the RMA.

(c) For the avoidance of doubt, such written approval is not required for ordinary cultivation, digging, or excavating, tilling and working soil to a depth of less than 0.4 m.

13. A minimum of 1.5 m cover shall remain above the top of the pipe after any ordinary cultivation, digging or excavation has taken place.

Pipeline works

14. All pipeline maintenance, repair, upgrade and renewal works or activities that involve excavation on land comprising road within the designation corridor shall be done pursuant to a RON, shall be subject to the RON requirements of the Council, and shall be carried out in accordance with the *Code of Practice for Working in the Road*, *SNZ HB 2002:2003*.

15. All pipeline maintenance, repair, upgrade, and renewal works or activities that involve excavation on land other than road within the designation corridor shall be in general accordance with section 5 "Notice of Entry and Programme of Works" pages 29-30 of Federated Farmers' *Guide to Land Access for the Oil and Gas Industry and Landowners: 2002*.

16. The Requiring Authority shall at all times ensure that access between parts of any property held in single ownership temporarily severed by works or activities is maintained to a level that will, as far as is practicable, enable normal activities on the property to continue.

17. On land comprising road within the designation corridor:

(a) Scheduled maintenance, repair, upgrade or renewal and associated activities shall take place between the hours of 7am and 7pm Monday to Saturday (excluding public holidays) except:

(i) where otherwise approved in a Traffic Management Plan ("**TMP**") submitted under the RON process to the satisfaction of the Council; or

(ii) in the event of an emergency; or

(iii) with the prior written approval of the Council; and

(b) Non-emergency works or associated activities shall take place between 7am to 9am and 4pm to 6pm weekdays on all arterial roads except:

(i) With the prior written permission of Council; or

(ii) In the event of an emergency.

(c) The above restrictions do not apply to site works and trenches which may remain open, subject to approved provisions of the TMP required by Condition 18.

18. The Requiring Authority shall submit a detailed TMP to the satisfaction of the Council at least 30 working days prior to commencing major programmed maintenance, repair, upgrade or renewal works.

19. Specific areas to be addressed in the TMP required by condition 18 must include:

(a) The temporary diversion of traffic during construction;

(b) Traffic safety;

(c) Control at intersections;

(d) Hours of work for heavily trafficked roads;

(e) Maintenance of road and property access;

(f) Movement of construction traffic on local roads; and

(g) Ensuring that access between parts of any property temporarily severed by works is maintained to a level that will enable, as far as is practicable, normal operations on the property to continue.

20. All traffic and pedestrian control measures detailed in the TMP must conform to the New Zealand Transport Agency's manual: *Code of Practice for Temporary Traffic Management 2004* ("**CoPTTM**").

21. All works or activities related to the designation shall be undertaken in compliance with the New Zealand Electrical *Code of Practice for Electrical Safe Distances 2001* (NZECP 34:2001).

22. The noise from works shall be measured, assessed and controlled in accordance with the procedures and limits set out in *NZC6803:1999 Acoustics – Construction Noise*.

23. Where excavation activities are undertaken pursuant to the designation, appropriate sediment and erosion control measures shall be employed, in accordance with Chapter 9 of the Manukau Operative District Plan 2002 and Auckland Regional Council soil conservation consent for bulk earthworks and silt control / Technical Publication 90 - *TP90 Erosion and Sediment Control 1999*.

Consultation

24. The Requiring Authority shall consult with the New Zealand Transport Agency at least 30 working days prior to carrying out any works or activities on, in or under State Highway 20B, except in emergency situations.

25. The Requiring Authority shall consult with Council at least 30 working days prior to carrying out any works or activities on, in or under Council controlled roads, except in emergency situations or as otherwise agreed with the Council.

26. The Requiring Authority shall consult with and obtain Section 177 RMA approval from the NZ Refining Company Ltd ("NZRC") at least 30 working days prior to carrying out any proposed works or activities within the NZRC designation 296 - except in emergency situations where excavation below 0.4 m shall be performed by hand. The Requiring Authority shall notify NZRC or its authorised agent of any emergency works undertaken as soon as practicable.

27. Prior to undertaking any works within 10 metres of the centreline of the Puhinui Stream the Requiring Authority shall either submit an Outline Plan of Works or seek the agreement of Council – Stormwater Policy and comply with all their relevant conditions at no cost to Council.

28. The Requiring Authority shall consult with and provide written notice to all directly affected landowners regarding any proposed excavation works or activities on, in or under land within the designation corridor at least 21 working days prior to carrying out any such works or activities, except in emergency situations or as otherwise agreed with the landowners.

29. The Requiring Authority shall advise Council and any potentially affected landowner as soon as practicable following any WAP leak or spillage of fuel that may affect land either within or outside of the designation corridor.

SCHEDULE 5A.61: CONDITIONS ON DESIGNATION 310 – FLAT BUSH SCHOOL ROAD

[AM 140]

General conditions

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

2. The proposed works shall be undertaken in general accordance with the Requirement Plans referenced as 60370-STG2&3 –SU-81 and 82 Rev 1.

3. The proposed works shall be undertaken in accordance with the relevant Engineering Quality Standards.

4. The works shall be undertaken in such a manner as to ensure that beyond the boundary of the site there should be no 'dust' or 'soil erosion / siltation'.

5. Control measures shall be in place to ensure that any trucks leaving the site do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

6. Adequate access shall be maintained to each affected property in consultation with the occupier of the property, with a temporary access provided as necessary to allow the occupant convenient access.

7. Prior to development commencing, the Requiring Authority shall ensure that the owners and occupiers of all adjoining properties are notified in writing of the development in general, its expected duration, the times at which it will be undertaken, and the name of a responsible person with whom they can liaise if the need arises.

8. 8. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".

9. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network, or private property.

10. All reinstatement within the road reserve is to be carried out in accordance with the current version of Council's "Code of Practice for Working in the Road".

11. The road construction works proposed are to be undertaken in a manner which ensures that the land on adjoining properties remain stable at all times.

12. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803:1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

13. The hours of work shall be restricted to between 7.30am and 6.00pm, Monday to Saturday inclusive, with any variation subject to approval of the Council.

14. That the maximum batters and minimum berm cross falls be in accordance with the submitted typical cross sections depicted on drawing no 60370-S2P2-RD-211 dated 15 February 2011 and prepared by Woods.

Advice Notes:

1. That advice has been provided that the proposed road boundary and the non-standard berm widths are those which are ultimately required and no further general widening will be required at the time of subdivision or development of the adjoining land.

2. It is noted that the designation does not provide for the southern leg of the Flat Bush School Road and Brookview Drive intersection, which is intended, will be provided in conjunction with future development and subdivision.

3. Although the designated area does not contain any known archaeological sites, it is possible that unrecorded sites may exist. Under the Historic Places Act 1993, it is unlawful for any person to destroy, damage or modify an archaeological site unless the relevant consents have been obtained from the New Zealand Historic Places Trust. In the event of archaeological features being uncovered (e.g. shell midden, hangi or oven stones, pit depressions, defensive ditches, artifact material or human bones) work is to cease in the vicinity of the discovery and the New Zealand Historic Places Trust and appropriate iwi authorities shall be contacted so that the appropriate action can be taken. This includes such persons being given reasonable time to record and recover archaeological features discovered before work may recommence.

SCHEDULE 5A.62: DESIGNATION 312 FOR A REGIONAL PARK AT 1168 CLEVEDON-KAWAKAWA ROAD, CLEVEDON - WAITAWA REGIONAL PARK

[AM151]

General Conditions

1. Any activities or works are to be undertaken in accordance with either the approved Regional Parks Management Plan (2010) or any subsequent management plan.

2. Except as modified by the conditions below, the works shall be undertaken in general accordance with the information provided by the applicant in the document entitled "Parkland at Waitawa: Notice of Requirement - Notice of Requirement to designate the regional parkland at Waitawa - Auckland Council Regional and Specialist Parks" Notice of Requirement dated October 2012.

3. Before any works, including new buildings, are undertaken an Outline Plan(s) of Works shall be submitted in terms of Section 176A of the Resource Management Act 1991 to the Auckland Council - Southern Resource Consenting and Compliance - unless the works are exempt under Condition 5 from requiring an Outline Plan of Works.

4. Prior to any new works being commenced, the Requiring Authority shall obtain any relevant resource consents if required by any regional, district or unitary plan under the Resource Management Act 1991. Note: this condition does not prevent the use of the land for the purpose of regional park.

Outline Plan Exemption

5. Except where the works involve a scheduled heritage place, the following works will be exempt from an Outline Plan of Works pursuant to section 176A (2) of the Resource Management Act:

Development and maintenance of park infrastructure		**Nature of works**
Tracks	Construction and maintenance of tracks and trails in a manner that prevents erosion and/or avoids sensitive natural and cultural features and sites	Construction and maintenance of tracks and trails up to 1.5 metres in width, including the construction of track structures, such as directional signs, information signs, safety barriers , foot-bridges, steps, board walks and rafts, and, the maintenance of existing tracks involving: i) water tables and track drainage ii) track surfaces iii) track structures iv) modification of vegetation up to 1 metre from the edge of the track

Development and maintenance of park infrastructure		**Nature of works**
Buildings, structures and utility services, including drainage systems	Construction and maintenance of minor recreational structures and utility services	The construction of utility services and minor recreational structures, such as notice boards, signs, picnic tables, styles, entrance gates and shade shelters and toilet blocks up to 60 square metres in area.
	Maintenance, repairs and minor alterations to buildings, structures and utility services	Maintenance, repairs and minor alterations to existing buildings, structures and utility services, including the modification of vegetation up to 1 metre from the building, structure or utility service.
Car parking and roads	Maintenance and minor alterations to car parks and roads	Maintenance of car parking areas and access roads, including the modification of vegetation up to 1 metre from the edge of the car park or road, or within the car park for safety reasons.
Farming	Construction and maintenance of farming structures and roads	Works associated with operating and maintaining existing farming operations, including management livestock fencing and the fencing of conservation and cultural heritage sites, and livestock management structures, such as stockyards.
Vegetation	Management of vegetation for specified reasons	Vegetation management involved in: i) removal of non-native and non-scheduled plants ii) the maintenance of views shafts identified in the Regional Parks Management Plan, iii) management of farm woodlots, including their harvest.

Transport Conditions

6.1 An Integrated Transport Assessment (ITA) in line with the relevant guidelines shall be prepared and accompany any Outline Plan of Works which results in predicted vehicle movements to and from the park exceeding 100 vehicle movements per hour.

6.2 The ITA shall be produced by a suitable qualified traffic engineer and/or transportation planner to the satisfaction of Auckland Transport, Manager of Road Corridor Operations. The ITA shall give particular consideration to the following matters:

(i) The effects on the surrounding public road network arising from parking, access, loading, and traffic generation in the park, including addressing any real or potential road safety implications;

(ii) Pedestrian accessibility to the site and the need for any infrastructure to ensure safe crossing points are provided for, including provision for cyclists and horse riding (as appropriate);

(iii) The need for, and location and design of passing bays on any road which is only wide enough for one-way traffic;

(iv) Public transport accessibility, including tourist buses and campervans, particularly in regard to on-site manoeuvring.

Parking & Access

7. The following works related to new roading or additional parking shall be constructed to the satisfaction of Auckland Transport:

(i)The first 20m of access from any sealed public road shall be appropriately sealed with all-weather dust free surface;

(ii)Parking and loading areas immediately adjoining a public road shall be designed and constructed in accordance with the AS/NZS 2890.1:2004 standards.

Advice notes

1. The Regional Park Management Plan is prepared in accordance with Section 83 of the Local Government Act 2002 and, where appropriate, Section 41 of the Reserves Act 1977. Public consultation is required at the time of preparing or amending a management plan or development plan for a Regional Park.

2. Work affecting pre-1900 archaeological sites is subject to a consenting process under the Historic Places Act 1993. If any activity, such as earthworks, fencing or landscaping, may modify, damage or destroy any archaeological site(s), an authority (consent) from the New Zealand Historic Places Trust must be obtained for the work to proceed lawfully. The Historic Places Act 1993 contains penalties for unauthorised site damage. Evidence of archaeological sites may include burnt and fire 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.

SCHEDULE 5A.63: DESIGNATION 313 - PUKETUTU ISLAND - WATERCARE SERVICES LTD REHABILITATION

[AM 138]

General Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority, being Watercare Services Limited (Watercare), the Notice of Requirement dated 30 June 2008 and supporting documents being "Puketutu Island Rehabilitation Assessment of Effects on the Environment" volumes 1, 2 and 3 dated 30 June 2008 and Section 92 Response Reports to Manukau City Council dated 1 October 2008 and 27 March 2009, as modified by Revised URS Drawings 2005210.301-342, 2005210.344-345, 2005210.347-359, 2005210.361-366, 2005210.368-371, 2005210.373-375, 2005210.377-378, 2005210.382, 2005210.388-389 and 2005210.391-392, July 2010.

2. Watercare shall continue to consult with tangata whenua and representatives of local residents (including the Mangere Bridge Residents and Ratepayers Association) through the existing Mangere Wastewater Treatment Plant (WWTP) Community Liaison Group facilitate the Group extending its role to:

   (a) Addressing matters relevant to the biosolids application on Puketutu Island including any concerns of tangata whenua and/or local residents and ways of alleviating them; and

   (b) Discussing and selecting options for and disseminating information to the community about future management and use of the Island.

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

3.A As soon as practicable following completion of construction of the Project, the Requiring Authority shall, in consultation with the Council:

   (a) review the width of the area designated for the Project;

   (b) identify:

      (i) any areas of designated land that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the pipeline and ancillary activities;

      (ii) any areas of designated land within the legal road boundaries that are more than 2.5 metres from the centreline of the pipeline (excluding any special chambers/ facilities or other associated structures);

   (c) give notice to the Council in accordance with Section 182 of the RMA for removal of those parts of the designation identified in (b) above which are not required for the long term operation and maintenance of the Project and provide a plan of the final designated areas to Council; and

   (d) provide as-built plans to the Council.

Construction Noise

4. Construction noise arising from all construction, demolition or maintenance activities on the designated land shall comply with, and be measured and assessed in accordance with NZS6803:1991 Acoustics - Construction Noise. "Construction, demolition and maintenance" activities are defined in accordance with the definition provided in the same standard.

Noise

5. The noise arising from any operational activities undertaken on the designated land, measured at or within the national boundary of any dwelling outside the boundary of the designated land shall not exceed the following limits.

Monday to Saturday, 7.00a.m. – 10.00p.m.	50dBA L10
At all other times including Sundays and public holidays	45 dBA L10
Monday to Sunday, 10.00p.m. – 7.00a.m.	75 dBA L10

The national boundary shall be taken to be a line 20 metres from the facade of any dwelling or the legal boundary where this is closer to the dwelling.

Noise levels shall be measured and assessed in accordance with the requirements of New Zealand Standards (NZS6801:1991 Measurement of sound and NZS6802:1991 Assessment of Environmental Sound).

6. The requiring authority shall undertake noise measurements upon the reasonable request of the Council to determine compliance or otherwise with conditions 4 or 5. The objectives and specific requirements of the measurements and reporting shall be at the reasonable discretion of the Council.

Archaeology and Heritage

7. Watercare shall, with the assistance of a suitably qualified archaeologist, collate all available documentation and background material relating to the heritage of Puketutu Island. This information shall be collated prior to commencement of works, in consultation with tangata whenua, New Zealand Historic Places Trust, and the Council. The collated information shall have the general objective of providing a framework for the future management of the island's cultural heritage in the longer term.

8. Detailed cultural protocols for the management of archaeological discoveries shall be prepared in consultation with tangata whenua and the New Zealand Historic Places Trust and shall be provided to MCC and ARC prior to any work commencing. These detailed protocols shall confirm the names and contact details for tangata whenua to be contacted in accordance with Condition 9 below.

9. In the event of koiwi (skeletal remains) or archaeological evidence being uncovered work shall immediately cease in the vicinity of the discovery and the New Zealand Historic Places Trust archaeologist and tangata whenua shall be contacted so that the appropriate action can be taken before work recommences at that location. Resumption of work shall not occur until the required authorisation from the Historic Places Trust, has been received.

10. The stormwater discharge channel, associated spillway and stormwater trenches shall be designed so that recorded archaeological sites in the vicinity are avoided (with the exception of two sections of dry stone walling). Where archaeological sites cannot be avoided an authority to destroy or modify under the Historic Places Act is first sought from the New Zealand Historic Places Trust.

11. An Authority shall be sought from the New Zealand Historic Places Trust prior to the start of earthworks associated with permanent stormwater soakage channels and the stormwater discharge channel to provide for the possibility that unrecorded subsurface features may be exposed when constructing stormwater channels.

Geological Heritage

12. Any significant geological features discovered in areas unmodified by past quarrying, such as surface features or lava caves, shall be recorded and damage to those features shall, where practicable, be avoided or minimised. Records of any such geological discoveries shall be provided to the Auckland Regional Council and the Manukau City Council for information and future reference.

Dust

13. Beyond the boundary of the designated land there shall be no dust caused by the activities undertaken by Watercare which is noxious, dangerous, offensive or objectionable.

Traffic, Access and Utilities

14. The Requiring Authority shall submit a detailed Traffic Management Plan to Manukau City Council for their approval one month prior to commencing works. All traffic and pedestrian control measures detailed in the Traffic Management Plan shall conform to the New Zealand Transport Agency manual entitled 'Code of Practice for Temporary Traffic Management Issue 2' and dated October 2002 (or successors). Specific matters to be addressed in the Traffic Management Plan shall include:

    (a) The temporary diversion of traffic during construction;

    (b) Traffic safety;

    (c) Control at intersections;

    (d) Consideration of hours of work for heavily trafficked roads;

    (e) Maintenance of road and property access;

    (f) Movement of construction traffic on local roads; and

    (g) Ensuring that access between parts of any property temporarily severed by works is maintained to a level that will enable, as far as is practicable, normal operations on the property to continue. This shall specifically include the operations on Puketutu Island of Living Earth Limited and the Marae Precinct, identified on Boffa Miskell Drawing A06072R-004 dated 7 July 2010.

14.A Road access from Island Road to the biosolids application area on the Island shall be:

    (a) during the operation of the LEL greenwaste and composting facility, by way of the alternative access route marked in pink on the Plan titled Puketutu Island Rehabilitation drawing number 2005213.003 Rev B;

(b) after the operation ceases, or at such earlier time as may be approved in writing by the operator of the greenwaste and composting facility, by way of either the permanent access route marked in blue on the Plan titled Puketutu Island Rehabilitation drawing number 2005213.003 Rev B or the alternative access route marked in pink on the Plan titled Puketutu Island Rehabilitation drawing number 2005213.003 Rev B.

Site Reinstatement

15. When the contractors' yard or other temporary works areas are no longer required for any construction or operational purpose, site offices, storage and equipment sheds, fencing and hard stand areas shall be removed and the areas landscaped and planted.

16. Once the transitional operational enablement area or parts of that area are no longer required by Watercare for any purpose associated with construction of the perimeter embankment or the ongoing biosolids application, the area shall be reinstated in a manner which does not preclude subsequent development of those areas by others for outdoor passive recreational purposes.

17. As soon as practicable following completion of construction, Watercare shall repair any damage to Island Road resulting from the impacts of construction. Such repair may involve short-term maintenance to allow for settling and consolidation of carriageways prior to final repair by Watercare.

Rehabilitation Management Plan

18. The final Rehabilitation Management Plan described in Technical Report N shall be submitted to the Council for written approval. If no response from the Manager of Resource Consents is received with 30 working days of the Rehabilitation Management Plan being submitted, then approval is deemed to have been given.

Outline Plan of Works

19. An Outline Plan of Works shall be submitted to MCC in accordance with Section 176A of the Resource Management Act 1991.

Tangata Whenua

20. Watercare shall:

(a) actively engage with local Iwi representative through the WWTP Community Liaison Group, Te Motu a Hiaroa Charitable Trust and Te Motu a Hiaroa (Puketutu Island) Governance Trust so as to establish and implement a process by which Iwi can provide input into the future planning, development and monitoring of the Island;

(b) report to the Council on the outcome of the Iwi liaison outlined in (a) above. In the event that no progress has been made in developing a process, Watercare shall appoint an Iwi Liaison person to assist with the development and implementation of the process set out in (a) above;

(c) at all times keep Iwi representatives apprised of the progress with the works and any proposals for the transfer of the Island into public ownership: and

(d) Watercare shall provide copies to the Te Motu a Hiaroa Charitable Trust and Tet Motu a Hiaroa (Puketutu Island) Governance Trust of the Rehabilitation Management Plan and Landscape Management Plan identified in Conditions 18 and 21 at the same time as these Plans are provided to Council. Watercare shall consult with the two Trusts in relation to these Plans and consider any feedback received in relation to the Plans. To be considered by Watercare, any feedback must be provided within 20 working days of receipt of the Plans from Watercare.

Landscape Management

21. Watercare shall prepare and implement a Landscape Management Plan for the whole designation area. The Landscape Management Plan shall be prepared prior to commencement of works. The purpose of this plan is to ensure:

    (a) that ongoing screening of the rehabilitation activities is maintained throughout construction of the embankment, utilising both existing and proposed planting;

    (b) that the existing plantations and woodlots are appropriately managed to assist with this screening; and

    (c) that the completed landform is integrated with the island and its coastal environment.

22. The Landscape Management Plan shall generally be in accordance with the following:

    (a) Drawing No 2005210 - 560 to 564 Revision July 2010 Puketutu Island Rehabilitation: Landform and Staging Plan 2013, 2018, 2028; 2038 and Completion; and

    (b) Technical Report I: Assessment of Landscape & Visual Amenity, prepared by Boffa Miskell Ltd, 30 June 2008, but modified to give effect to the drawings in Condition 22(a) and the Vision and Island Enhancement Plan Drawing 06072R002 - Revision D, 9 July 2010, specifically:

        (i) Appendix 1 - Boffa Miskell: Puketutu Rehabilitation - Plant List;

        (ii) Appendix 2 - Sir Henry Kelliher Charitable Trust - Plantations/Woodlot Information;

        (iii) Appendix 3 - Restoration Plan for Coastal Fringe of Puketutu Island, prepared by Landcare Research; and

        (iv) Appendix 5 - Auckland Regional Council - Park Vision for Puketutu Island January 2008.

23. In preparing the Landscape Management Plan Watercare shall take account of any unknown archaeological or heritage features in the location of the proposed landscape works, including identified features recorded in the Puketutu Island Archaeological Assessment (Clough and Associates) and the Landscape Survey and Assessment of Stone Walls on Puketutu Island (Clough and Associates) and any relevant information available under Condition 7 at the time that the Landscape Management Plan is prepared.

24. A draft copy of the Landscape Management Plan shall be provided to the New Zealand Historic Places Trust. Watercare shall consult with the New Zealand Historic Places Trust in relation to the draft Land Management Plan and consider any feedback received. To be considered by Watercare, any feedback must be provided within 20 working days of receipt of the Landscape Management Plan by the New Zealand Historic Places Trust.

25. The Landscape Management Plan shall be submitted to the Council as part of the Outline Plan of Works.

Definitions

"Designated land" - refers to all areas of land included in the proposed designation as shown on Watercare Drawing Numbers 2005213-002 and 2005213-003 Rev B included in Attachment 1 of the Notice of Requirement.

"Biosolids" - refers to sewage solids that are treated in order to comply with the requirements of USEPA Code of Federal Regulations Part 503 Pathogen and Vector Attraction Reduction Measures or other applicable standard submitted to the Manager ARC for approval.

Advice Notes

(i) No part of the main contractors' yard shall be located closer than 25 metres from the Mean High Water Springs.

(ii) Biosolids and construction materials being transported within the transportation and utility corridor shall be contained as far as practicable to prevent the release of particulate matter to the environment.

(iii) Trucks returning from the operational biosolids application area shall pass through a wheel-wash facility before using Island Road when necessary to prevent transportation of soil onto Island Road.

(iv) Liaison with all relevant utility operators during the detailed design and subsequent construction processes prior to undertaking any work pursuant to this designation and shall ensure that all existing utility services located in or adjacent to the designation are:

(a) either protected from any activity which may interfere with the proper functioning of the services or relocated;

(b) if damaged, repaired at the Requiring Authority's expense, to the reasonable satisfaction of the affected utility operator; and

(c) able to be accessed during construction.

(v) Relocation enabling provisions shall be put in place to ensure that Manukau City Council has rights equivalent to those under the Transit Act 1989 in respect of relocation to accommodate future road works and cost sharing associated with this work. Manukau City Council would in such circumstances support alterations to the designation to realign it if necessary.

(vi) Where practicable services, including the laying of any leachate return pipe, telecommunication cable or water reticulation shall be in the berm area of Island Road and not under the formed carriageway. Council shall retain the right to comment on and influence any decision on where services are to be located within the road reserve.

(vii) Any works involving laying of services within the road reserve shall comply with the Council's Road Opening Notice and Traffic Management Plan approval processes. This is considered necessary from a health and safety perspective as the road must remain open to the public.

(viii) Overweight and over-dimensional vehicles and loads using Island Road will be subject to NZTA permitting requirements.

(ix) The public shall have right of access over all sections of Island Road at all times unless restricted by any Traffic Management Plan approval issued by Manukau City Council.

(x) For clarity, the Notice of Requirement stated that "the operational life of the rehabilitation is estimated at 35 years, with ongoing aftercare beyond this period. The new landform has been designed to create a void of approximately 4.4 million cubic metres in which biosolids may be applied."

SCHEDULE 5A 64: DESIGNATION 314 - AUCKLAND UNIVERSITY OF TECHNOLOGY - MANUKAU CAMPUS

[AM155]

Obtaining All Approvals

1. That prior to the start of physical works, the Requiring Authority shall obtain all requisite resource consents required under the Resource Management Act 1991 and the Historic Places Act 1993 and supply Council with a copy of the approvals.

Information Submitted at Outline Plan of Works Stage

2. Unless the requirement is waived by the Council or under condition 4, an Outline Plan of Works in accordance with Section 176A of the Resource Management Act 1991 shall be submitted to Council prior to works commencing on the site. This plan shall show the height, shape and bulk of the buildings, the location of the buildings on the site, the likely finished contour of the site, vehicle access, pedestrian access, parking and circulation, provision for stormwater, wastewater and water supply, and landscaping provisions and any other matters to avoid, remedy, or mitigate any adverse effects on the environment.

3. An Outline Plan of Works will not be required for any standalone initiatives to provide additional cycle or motor cycle facilities, provided that they are designed and constructed in accordance with the AAS/NZS 2890.3 standards.

4. Where conditions of consent reference particular design or construction standards these may be updated with the agreement of the requiring authority to reflect changes in standards applying at the time of submission of outline plan of works or construction.

Use of Buildings

5. No building on site shall be used for:

    (a) household units or minor household units or any other form of residential accommodation (other than for the accommodation of caretaker or security personnel);
    (b) pre-school/ education facilities;
    (c) school;
    (d) other educational activities other than those ancillary to the principal activity on the application site;
    (e) child care centres and other care centres except those ancillary to the principal activity on the application site;
    (f) residential centres;
    (g) hospitals;
    (h) other health care facilities except those ancillary to the principal activity on the application site; and
    (i) rest homes and other homes for the aged.

6. No sustained outdoor instruction or sustained outdoor research shall be permitted on the application site. Academic programmes shall be undertaken within the buildings on the site.

Acoustic Standards & Ventilation

7. The following acoustic and related treatment measures shall be installed in all buildings:

(a) Acoustic insulation and related ventilation and/or air conditioning systems to achieve an internal acoustic environment in each classroom, library and hall (with all external doors and windows of the classrooms, libraries and halls closed) of Ldn 40 dBA;

(b) In the case of classrooms and libraries, air conditioning and/or mechanical ventilation systems for each classroom and library, that are:

(i) designed to achieve indoor air temperatures not less than 16 degrees celsius in winter and not greater than 27 degrees celsius in summer at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991-2000); and

(ii) capable of providing outdoor air ventilation at the rate of 8 litres of air per second per person for the maximum number of people able to be accommodated in any such room at one time ("the required airflow");

(iii) capable of enabling, (in the case of classrooms or libraries in which only mechanical ventilation systems are used to satisfy the above temperature and outdoor air requirements), the outdoor airflow to be controlled across the range, from the maximum airflow capacity down to the required airflow when all external doors and windows of the classroom or library are closed;

(iv) otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air; and

(v) capable of creating no more than Leq 35 dBA in each classroom, no more than Leq 40 dBA in each library, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

(c) In the case of halls, either:

(i) A mechanical ventilation system or mechanical ventilation systems for each hall capable of:

- providing at least 12 litres of outdoor air per second per square metre with all external doors and windows of the hall closed;
- enabling the outdoor airflow to be controlled across the range, from the maximum airflow down to the rate of 8 litres of outdoor air per second per person for the maximum number of occupants able to be accommodated in the hall at one time;
- otherwise complying with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality; and
- creating no more than Leq 35 dBA in each hall, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the mechanical system(s) shall be measured at least 1 metre away from any diffuser.

or:

(ii) air conditioning plus mechanical outdoor air ventilation designed to provide 8 litres per second per person of outdoor air, and internal air temperatures in each hall not greater than 27 degrees celsius at 5% ambient design conditions as published by the National Institute of Water & Atmospheric Research ("NIWA") (NIWA, Design Temperatures for Air Conditioning (degrees celsius), Data Period 1991-2000). The mechanical system shall create no more than Leq 35 dBA in each hall, and no more than Leq 40 dBA in any hallway or corridor. Noise levels from the

mechanical system(s) shall be measured at least 1 metre away from any diffuser. These systems shall otherwise comply with the New Zealand Standard NZS 4303:1990 Ventilation for Acceptable Indoor Air Quality.

(d) The required acoustic treatment measures to achieve the acoustic noise environment specified in this condition shall in each case be determined by using the Future Airport Noise Contours.

(e) Upon the completion of the installation of the acoustic treatment measures above, the Requiring Authority shall provide the Council with certificates prepared by:

(i) A suitably qualified and experienced acoustical consultant certifying that the acoustic treatment measures installed are sufficient to achieve compliance with this condition and have been undertaken in accordance with sound practice; and

(ii) A suitably qualified and experienced ventilation engineer certifying that the ventilation measures installed are sufficient to achieve compliance with this condition and have been undertaken in accordance with sound practice.

Proviso: The Requiring Authority shall not be in breach of Rule 5.21.4 where the internal acoustic standards and related ventilation terms are not met provided the relevant certificates required under (e) have been provided to the Council.

Note: Acoustic insulation or ventilation is not a requirement for parts of buildings that accommodate activities ancillary to the dominant education activity on the site providing that those ancillary activities are not themselves Activities Sensitive to Aircraft Noise.

Urban Design

8. Prior to the submission of any Outline Plan of Works for any new major building on the site, an updated Framework Plan shall be submitted to the Council's Urban Design Team for comment. The detail of the Framework Plan will be in general accordance with that submitted as part of the Notice of Requirement to designate the site and include site and context analysis, campus vision, Framework Plan and Framework Plan strategies. This will also include an overall site landscaping plan which will identify areas of trees to be removed or retained and general areas where landscaping may occur in the future. In preparing an updated Framework Plan the applicant is encouraged to consult with the Council's Urban Design Team to ensure that the overall design and layout of the site is consistent with the Council's wider vision for Manukau City Centre.

9. No building shall be located closer than 7 metres from front boundary.

10. All buildings shall comply with the height in relation to boundary controls in Rule 5.18.1 of the Auckland Council District Plan (Manukau Section).

Public Utility Services

11. Adequate provision shall be made for the disposal of stormwater, wastewater and the provision of water supply.

Stormwater

12. The Requiring Authority shall provide on-site stormwater treatment as part of the Outline Plan of Works. The system shall be designed to treat the stormwater run off from all impervious areas subjected to regular vehicle traffic movement and shall be privately owned and operated by the Requiring Authority. The system shall:

    (i) Be designed and installed in accordance with the manufacturers specifications and detailed on the engineering plans required for Council's engineering approval under Outline Plan of Works;

    (ii) Be shown on as a private facility on the as-built plans to be provided to Council upon completion;

    (iii) Be maintained on a regular basis in accordance with a maintenance programme.

Wastewater

13. At Outline Plan stage, the Requiring Authority clearly shows any actual and/or potential effects of the proposed works on Watercare's infrastructure.

Land Modification - Earthworks

14. At the time of Outline Plan of Works the following are to be provided (as appropriate to the scale of works proposed) for major construction projects on the site:

    (a) An environmental management plan shall be submitted detailing the following measures for the land modification and the monitoring of compliance with those standards during the course of the land modification:

        (i) Method of dust control and soil siltation beyond the boundary of the site;

        (ii) Method of vegetation disposal;

        (iii) Any noises from construction emanating from the site are to be complying with the requirements of Rule 5.18.3.6 of the Auckland Council District Plan (Manukau Section); and

        (iv) Measures to control soil deposits or other debris from trucks leaving the site onto public roads.

    (b) Where located adjacent to a public stormwater line, that it will be demonstrated that adequate provision will be made for the protection of this asset through the construction phase.

Car Parking

15. Car parking spaces shall be provided on-site as follows (to a maximum of 882):

    (a) 2 for every 3 staff employed on site or operating from the site at any one time; plus

    (b) 1 for every 3.5 students on site at any one time.

    (c) All parking spaces shall be designed in accordance with Figure 8.5 under Rule 8.24.5 of the Auckland Council District Plan (Manukau Section).

(d) All public and private parking areas shall comply with the following requirements:

(i) Parking spaces and access drives and aisles required in respect of the site shall, before the commencement of the Activity, be formed, sealed and permanently marked or laid out in accordance with approved plans.

(ii) The parking area shall be maintained at all times so as not to create a dust nuisance.

(iii) Provision shall be made to illuminate access driveways and pedestrian areas within public parking areas used during the hours of darkness.

(iv) Parking areas and signs and markings shall be maintained by the Requiring Authority or occupier so that at all times they remain legible and available for use by vehicles.

(v) The design of motor vehicle access driveways or ramps shall be in accordance with the standards specified in Chapter 8, Figure 8.6 of the Auckland Council District Plan (Manukau Section).

(e) Provision shall be made for loading bay as per Rule 8.24.3 of the Auckland Council District Plan (Manukau Section) and designed in accordance with Rule 8.24.7.

Campus Design and Site Layout

16. The campus design and site layout must provide for:

(a) The sole vehicle access and egress to the site from the existing access to Great South Road, opposite Ryan Place. This shall ultimately be by way of traffic signals; and

(b) A shared pedestrian and cycle 'gateway' entrance at the southwest corner of the site, adjacent to the Great South Road/ Te Irirangi Drive intersection.

Travel Plan

17. A Travel Plan shall be developed for the AUT University Manukau Campus, in partnership with Auckland Transport, within 18 months of the designation being confirmed. This Plan will be designed to reduce dependency on private car travel, and manage staff and student travel to achieve travel mode split targets developed as part of the travel planning process.

18. The Travel Plan and its implementation shall include the provision of infrastructure and facilities to support the use of travel alternatives. At a minimum, the following shall be provided:

(a) Covered, secure cycle parking;

(b) Secure moped and motorcycle parking;

(c) Changing facilities and lockers appropriate for walkers, cyclist and motorbike users; and

(d) Ongoing education and information advising and encouraging students and staff of how to access and use alternative forms of travel to the private motorcar and car pooling opportunities.

(e) A car parking management policy to manage demand for the car park spaces provided. This policy may include strategies such as allocating spaces specifically for those who car-pool and/or introducing a parking permit or charging policy.

19. The Travel Plan must be maintained and updated at each outline plan of works stage associated with an increase in the student roll. A current copy shall be made available to Auckland Transport upon request. The recommendations of each updated travel plan must be implemented.

Cycle and Motorcycle facilities

20. That secure bicycle stands be provided at the rate of 1 for every 20 students and 1 for every 25 staff on site at any one time subject to any review undertaken under condition 23 below.

21. That the stands be located in a convenient location and designed in accordance with Australian Standard AS 2890.3-1993 parking facilities.

22. That motorbike parking facilities be provided at the rate of 1 for every 50 students and 1 for every 50 staff on site at any one time subject to any review undertaken under condition 23 below.

23. That the above requirements be reviewed at time of outline plan of works for any major buildings or works on the site that generate a significant additional transport demand or review of the travel plan and may be adjusted or staged to meet actual or anticipated demand.

24. That changing facilities and lockers appropriate for cyclists and motorcyclists be provided.

Traffic signals

25. Traffic signals shall be provided at the main entrance opposite Ryan Place in general accordance with the plan entitled "Auckland University of Technology Manukau Campus - Option 3, Proposed Intersection Ryan Place/ Great South Road Junction", prepared by Opus Consultants, and a zebra crossing shall be painted on the free left hand turn from the campus.

26. These traffic signals shall be provided at the time of the opening of the first new teaching building on site or the full time equivalent student roll reaching 1200 students, whichever is sooner.

Pedestrian Improvements

27. Within 6 months of the commencement of the designation, the Requiring Authority shall remove sufficient vegetation along the Great South Road frontage to achieve safe site distances to pedestrians crossing the priority left turn at the intersection of Great South Road and Ti Irirangi Drive as well as provide, or meet the costs of a zebra crossing on the northern free slip lanes at the intersection.

28. Any outline of works for major expansion of teaching facilities on the site shall provide for appropriate high quality pedestrian access from the main pedestrian access points to Great South Road to the key pedestrian destinations within the site.

Bus Stop Infrastructure

29. At the time of the full time equivalent student role exceeding 1200 students, additional bus shelter capacity to a maximum of 4 metres length shall be provided by the requiring authority on both sides of Great North Road.

30. That upon request of Auckland Transport, the requiring authority shall contribute to Auckland Transport half the cost difference between two 'Type 1' and 'Type 2' Passenger Information Display Signs to a maximum of $8,000 per sign. This is provided that such costs shall be refunded if Auckland Transport does not erect such signs within 12 months of receipt of this contribution.

Review of ITA

31. An updated Integrated Transport Assessment shall be provided to Auckland Transport for comment prior to submitting any outline plan of works for any new major teaching facilities on the site that generate a significant additional transport demand. The purpose of the update shall be:

    (i) to monitor travel demand and patterns against those forecast and to revise as necessary forecast travel demand by mode

    (ii) to review the effectiveness of the measures proposed within the ITA including the travel plan.

    (iii) to review and confirm the appropriateness of parking, travel management measures, pedestrian, cycle and passenger facilities provided pursuant to these conditions of designation.

Advice notes

The Requiring Authority is advised that:

1. All works within the legal road corridor (boundary to boundary) require a 'Corridor Access Request (CAR) approved by Auckland Transport. All works include inter alia open cut trenching and trenchless techniques for utility installations.

2. Application for a CAR is made online to www.beforeudig.co.nz where relevant background details are required including Notice of Requirement /OPW or certificate of compliance, traffic management plans etc.

3. Please note that a CAR may require up to 15 days to process and construction hours may be restricted on Level 2 or 3 roads, as defined in the Code of Practice for Temporary Traffic Management, ("COPTTM" of NZTA) to those that may be permitted under this consent.

4. The Requiring Authority shall be required to submit a Temporary Traffic Management Plan (TTMP) for the Project or the relevant Project stage where construction activities are likely to have a significant effect on the safety and operation of the adjoining road network. This shall be prepared by a suitably qualified person in accordance with the Code of Practice for Temporary Traffic Management (COPTTM).

5. In relation to any works relating to stormwater, wastewater or water supply the Requiring Authority has confirmed that the following will occur:

    (a) The arrangement of a 'pre-construction' meeting not less than 48 hours prior to commencement of the works:

    - Please contact Council's Senior Compliance Engineering Inspector (phone 3010101 extension 5794).
    - Please contact Watercare Services Limited Development Team (developments@water.co.nz).

    (b) All materials, workmanship and will be tested in accordance with the current Auckland Council Manukau Engineering Quality Standards, MANARC and the Watercare Services Limited Engineering Standards;

    (c) All construction work, shown on the attached plans, will be supervised by an engineering representative appointed by the Requiring Authority (refer to Auckland Council Manukau Engineering Quality Standards and Watercare Services Limited Engineering Standards);

(d) On completion of the work, 'as-built' plans and a completion certificate, in accordance with the Council's Quality Assurance Manual, will be forwarded to Council's appointed field office;

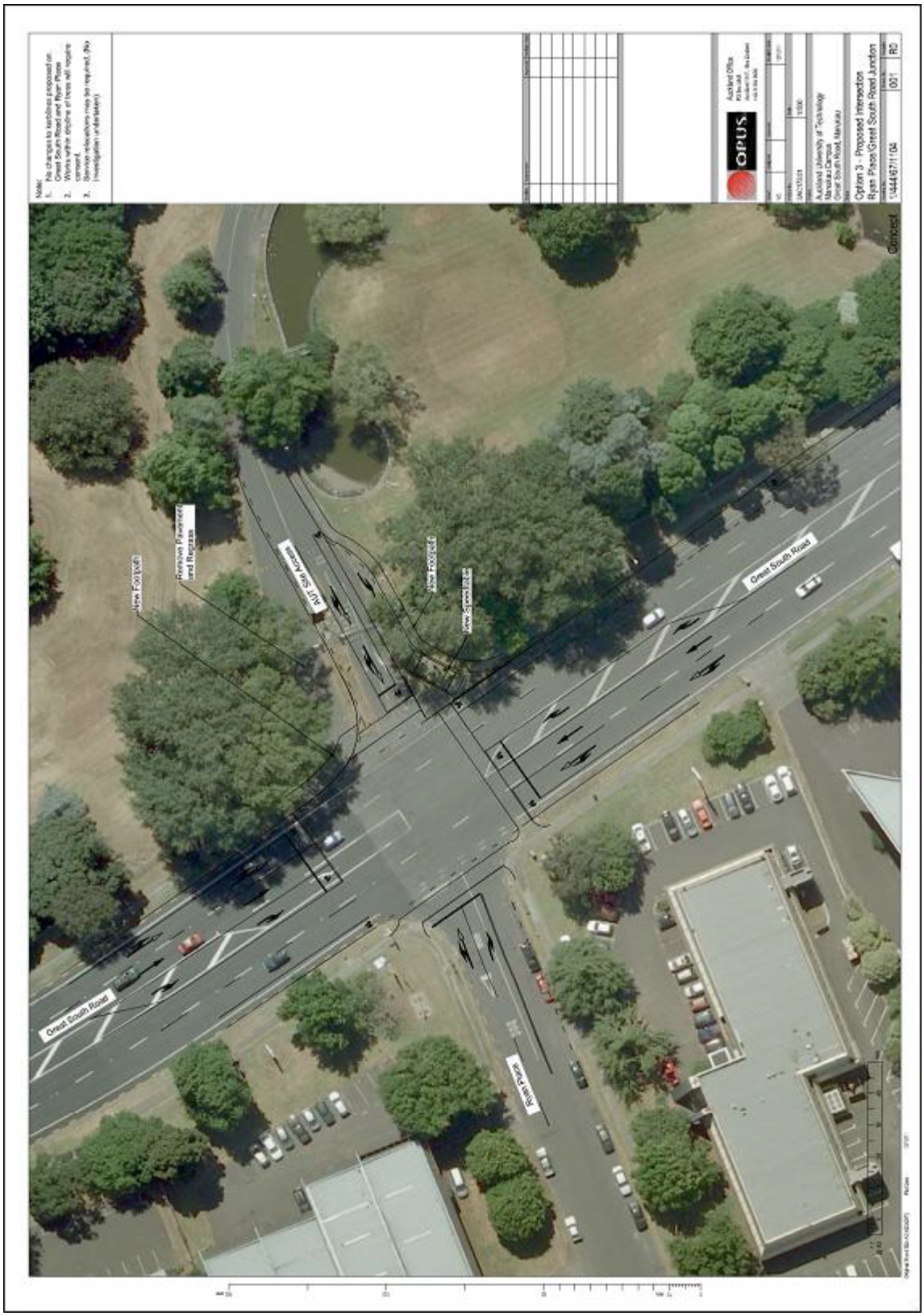
(e) All works on existing public wastewater and water mains will be carried out by a Watercare Services Limited approved licensed contractor and all works on existing public stormwater will be carried out by Auckland Council approved licensed contractor at the Requiring Authority's expense;

(f) During construction and post construction, the Requiring Authority will not unduly restrict or prevent Watercare's ability to operate, maintain or upgrade its assets;

(g) The Requiring Authority will consult with Watercare Services Limited (or any other agent nominated from time to time) at least 15 working days prior to any works carried out adjacent to Watercare's assets and obtains any approvals required from Watercare; and

(h) The Requiring Authority will continue to liaise with Watercare to co-ordinate the staging of the proposed works with the timing for implementing higher capacity wastewater infrastructure in the vicinity of the site.

6. The Requiring Authority shall liaise with Auckland Transport to finalise the design and funding of the access to the AUT Manukau campus and the signalised intersection of Great South Road with Ryan Place and obtain Auckland Transport's approval to the design prior to submission of the Outline Plan of works.



Te Kaunihera o MANUKAU City Council

SCHEDULE 5A 65: DESIGNATION 315 - WATERCARE SERVICES LIMITED: WASTEWATER PURPOSES PUMPING STATION, TE PURU PARK.

[AM 159]

CONDITIONS

General

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the requiring authority in the Notice of Requirement dated May 2013.

Outline Plan of Works

2. Pursuant to section 176A(2)(b) and (c) of the Resource Management Act 1991 the requirement for an outline plan of work for the project is waived as the detail of this work is sufficiently described in documents provided in support of the Notice of Requirement.

Construction

3. Construction activities shall be managed to achieve, as far as practicable, compliance with the requirements of NZS6803:1999 Acoustics — Construction Noise.

4. Works shall not commence before 7am nor continue past dusk or 6pm, whichever is earlier; except on Wednesday evening where work shall cease at 3pm unless with the agreement of the Manager Te Puru Trust.

Archaeology and Heritage

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

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

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

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

Landscaping and Planting

6. A planting plan shall be prepared in consultation with Ngai Tai ki Tamaki and forwarded to the Manager Local and Sports Parks for approval. Planting shall be completed according to the approved planting plan within the first planting season after construction.

Removal of Designation 220 (Te Puru Pump Station)

7. Within one month after the date that the new requirement for the Te Puru Pump Station for wastewater purposes is confirmed, Watercare shall serve notice to Auckland Council that under Section 182(1) of the Act it no longer requires Designation 220 within the Manukau Section of the Auckland Council District Plan.

Lapsing of designation

8. The designation shall lapse on the expiry of a period of 5 years after the date it is included in the District Plan in accordance with section 184(1)(c) of the RMA, unless:

   (a) It is given effect to before the end of that period; or

   (b) The Council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

[AM181]

SCHEDULE 5A 66: Designation 316 - Electrical works (substation), 191R Ormiston Road, Flatbush

[AM 168]

CONDITIONS

General conditions

1. The scope and extent of the works within the designated area be in general accordance with the notice of requirement, dated 5 August 2013, for the designation of part of land for "Electrical Works (Substation)", at 191R Ormiston Road, Flat Bush being Lot 1 of the subdivision of Lot 3 DP 370733.

2. The proposed works shall be undertaken in general accordance with the notice of requirement application and plans referenced as follows:

REFERENCE NO.	TITLE	DATE
4112 - 8001: Revision 3	Flatbush Proposed Site Plan	30-09-2013
4112 - 8002: Revision 3	Flatbush Services Plan	30-09-2013
4112 - 8003: Revision 2	Flatbush Earthworks, Erosion and Sediment Control Plan	22-07-2013
4112 - 8004: Revision 2	Flatbush Erosion and Sediment Control Details	22-07-2013
4112 - 8020: Revision 1	Site and Location Plan	30-10-2013
4112 - 8110 and 8120: Revision 1	Basement and Ground Floor Plan - Switchroom	30-10-2013
4112 - 8152: Revision 2	Precast Pattern Set out-Switchroom	13-12-2013
4112 - 8310 and 8320: Revision 1	Basement and Ground Floor Plan - Transformer	18-10-2013
4112 - 8350: Revision 2	Transformer Room - Elevations	13-12-2013
4120 - 8150: Revision 2	Elevations - Switchroom	13-12-2013
SK03 to SK04	Flatbush Zone Substation	01-08-2013
4112-8810: Revision 2	Fence and Gate Details	13-12-2013
4112-8600: Revision 3	Landscaping Plan	14-2-2014

Noise

3. The electrical works substation should comply with the following noise control, measured at or within the boundary of any adjacent site zoned business:

Average maximum level	At all other times	60dBA Leq
Maximum	2200 hours to 0700 hours	90dBA Lmax

4. Noise shall be measured in accordance with the requirements of NZS6801: 2008 'Acoustics - Measurement of Environmental Sound' and assessed in accordance with NZCS 6802:2008 'Acoustics - Environmental Noise'. Noise shall be measured with a sound level meter complying with the international standard Sound Level Meters, Type 1.

Electricity and Magnetic Fields

5. The electrical works substation shall at all times not exceed the reference levels for public exposure to 50Hz electric and magnetic fields set out in the International Commission on Non-Ionising Radiation Protection 2010 (ICNIRP) at the designation boundary.

Light Spill

6. All exterior lighting shall be designed, located and at all times directed, screened, adjusted and maintained so direct illumination from the lighting installed shall not exceed:

   (a) 10 lux (lumens per square metre) at or within the boundary of all affected residential sites between 2200 hours and 0700 hours

   (b) 20 lux at or within the boundary of all affected residential sites at all other times when exterior lighting is required.

Fencing and Landscaping

7. The site shall be fully fenced and gated. Fencing shall exclude any barbed wire (including rolled barbed wire along the top of the fencing).

8. The fencing and landscaping shall be undertaken in general accordance with the drawings 4112-8810: Revision 2 (fence and gate details) and 4112-8600: Revision 3 (landscape plan) and shall be completed in the first planting season after the construction of the substation.

Hazardous Substances

9. A site management plan shall be prepared and implemented to address the following:

   (i) monitoring and maintenance of the transformer and the containment systems

   (ii) site housekeeping

   (iii) emergency and spill contingency procedures.

Earthworks

10. The sediment and erosion control plan (Drawing 4112-8003 Rev. 2) shall be implemented during the bulk earthworks.

Monitoring

11. Within 6 months of the substation commencing operation, a noise monitoring report and an electrical and magnetic fields report with measurement results shall be provided to council's Southern Resource Consents and Compliance Team to confirm the compliance with noise limits, and electrical magnetic field limits set above when the electrical works substation is at peak loads.

Construction and Traffic Management

12. A construction and traffic management plan shall be prepared and submitted to Auckland Transport prior to commencement of any construction work.

Outline Plan

13. The requirement for an Outline Plan has been waived but if the design and layout of the substation does not reflect the design and layout submitted with the Notice of Requirement in

accordance with Condition 2, or in the case of any future works, an Outline Plan shall be submitted in accordance with section 176A of the Resource Management Act 1991 to the Auckland Council unless the works are permitted under the provisions of the District or Unitary Plan at the time.

SCHEDULE 5A 67: Designation 317 - Upgrade to the intersection of East Tamaki, Ormiston and Preston Roads in East Tamaki

[AM 188]

General Conditions

1. The Council's administrative charges for receiving and determining of this Notice of Requirement or for any specified or additional matter in accordance with section 36 of the Act or any regulation under the Act, or as necessary to enable Council to recover its actual and reasonable costs in respect of this application, must be paid in full within 20 days of receipt of the invoice for this decision and this consent shall not be exercised prior to such payment

2. (a) For the purpose of these conditions, "Works" has the same meaning as in the original Notice of Requirement by Manukau City Council (Transportation Planning) for a designation for the upgrading of the intersection of East Tamaki Road, Ormiston Road and Preston Road, Otara, dated May 2010.

   (b) That the works to give effect to the Designation, subject to final design and any modification required to comply with the conditions set out below, shall be generally in accordance with the plans and information submitted by Manukau City Council (Transportation Planning) in support of this Notice of Requirement in the documents referenced Proposal 37455 by Manukau City Council, with the exception that Drawing 902/ RO replaces Drawing 900/RO.

   (c) For the purpose of these conditions the "Council" shall mean Manukau City Council or its successor, the "Auckland Council".

3. The scope and extent of the works envisaged within the designation shall be in accordance with the Notice of Requirement and the plans submitted with the Notice of Requirement (identified as Council reference Proposal 37455) and subject to any modification required to comply with the conditions set out below.

4. The provisions of the Notice of Requirement shall be inserted into the Manukau City Operative District Plan to reflect the nature and extent of the requirement.

5. In accordance with Section 184A of the Resource Management Act 1991 this designation shall lapse ten (10) years after the date on which it is included in the Auckland Council Operative District Plan unless it is given effect to before the end of that period or within three months before the expiry of that period, the territorial authority resolves that it has made, and is continuing to make, substantial progress or efforts towards giving effect to the designation.

6. Land taken or held for the works shall be maintained t a reasonable standard until the physical works commence and for the duration of the construction works.

7. Prior to the commencement of the physical works, Auckland Transport as Requiring Authority shall prepare and submit to Auckland Council as consent authority an Outline Plan of Works pursuant to Section 176A of the Resource Management Act 1991.

8. At Outline Plan of Works stage, the Requiring Authority shall submit engineering and landscaping plans for all the proposed works designed in accordance with the rules of the

Manukau Operative District Plan 2002 and Manukau City Council Engineering Quality Standards (unless these two documents have been specifically superseded by Auckland Council documents) including in particular the following drawings:

(a) Earthworks plans showing:

(i) Cut and fill areas with depth of cut and fill

(ii) Existing and proposed contours

(iii) Proposed silt control measures

(b) Roading plans showing:

(i) Typical cross sections, road construction details, position of proposed services etc

(ii) Road long-sections

(iii) Road markings, kerb and channel layout, street lighting

(iv) Stormwater system and control

(c) Comprehensive landscaping plans for the entire designated area showing berms, flower and shrub bed, tree planting etc

(d) Services plans showing proposed services to be installed to provide continuity of services beyond the intersection of East Tamaki Road, Ormiston Road and Preston Road

(e) Design details and reports to support the plans provided.

9. Cycleways shall be continuous through the intersection of East Tamaki Road, Ormiston Road and Preston Road.

10. All necessary and practicable steps are to be taken to avoid damage to other utility services, the roading network or private property.

11. Any existing pipelines that are to be made redundant as a result of the works shall be sealed off at each end, and any manholes they were connected to shall be made good.

12. All catchpits shall be located clear of vehicle crossings, where practical.

13. All road stormwater drainage systems shall be designed in accordance with Manukau City Council's Engineering Quality Standards (or the equivalent Auckland Council Standard)

14. Before any physical work is commenced the requiring authority and the contractor working in that area shall ensure that the owners and occupiers of the affected property are notified in writing advising them of the development in general, its expected duration, the times at which it will be undertaken and the name of a responsible person with whom the owners and occupiers can liaise if the need arises.

15. The Requiring Authority shall liaise with affected public utility service providers with respect to the relocation and upgrading of existing services within the area affected by the Notice of Requirement. Any public utility service cabinets or transformers shall be located adjacent to the property boundary, where practical.

16. At all times, reasonable access shall be maintained from the roading network to private properties. This shall be a requirement clause in all contracts awarded for the works. If necessary temporary access or ramps shall be provided to achieve this.

17. All traffic control measures shall conform to the current version, at the time of construction, of the Transit New Zealand manual entitled "Code of Practice for Temporary Traffic Control".

18. All reinstatement within the road reserve is to be carried out in accordance with the current version of Council's "Code of Practice for Working in the Road".

19. The road construction works proposed are to be undertaken in a manner which ensures that the land on the adjoining property remains stable at all times.

20. Control measures shall be in place to ensure that any trucks do not deposit soil or other debris on public roads. Any such material deposited on any public road shall be cleaned up immediately at the Requiring Authority's expense.

21. All earthworks on the designated land are to be undertaken in a manner so as to minimise 'dust' or 'soil erosion / siltation' beyond the boundary of the site, which in the opinion of an enforcement officer who is employed by the Council, might be objectionable, offensive or have the potential to create an adverse effect on the receiving environment.

22. During construction, New Zealand noise standard "NZS 6803:1999 Acoustics - Construction Noise" shall apply and that noise shall comply with the limits set down in Table 2 of NZS6803: 1999 or where that is impractical alternative strategies shall be implemented to ensure that construction noise does not exceed agreed levels with affected persons.

23. All works shall comply with the German Standard DIN 4150-3 (1999-02) — Structural Vibration - Effects of Vibration on Structures during construction.

24. The hours of work shall generally be between 7.30am and 6.00pm, Monday to Saturday inclusive. However it is recognised that there will be occasions when, for the sake of maintaining access to properties and minimising disruption to business operations in the area, that working outside of those hours will be of benefit to the businesses and to the progress of construction. Such occasions shall be part of the consultation process with the businesses affected and also to be agreed by specific approval of the Team Leader - Resource Compliance.

25. The existing indented on-road parking outside Nos 273,275,277 East Tamaki Road shall be extended as detailed on Drawing 902/RO to provide for an additional parking space adjacent to No 279. The existing loading space shall be removed. Parking restrictions will be amended to provide for 15 minute parking limit.

    Signage shall be provided by the Requiring Authority (RA) for this short-term parking on East Tamaki Road and also signage shall be provided to inform the public of availability for longer stay parking at the rear of the shops.

26. A Stormwater contribution shall be paid to Auckland Council.

    This contribution shall be made up of:

    $12,280.00 plus GST per hectare for the additional impervious area within the Notice of Requirement area (S20 - Rongomai Road Stormwater Flood Management).

    $640.00 plus GST per hectare for the additional impervious area within the Notice of Requirement area (S45- Comprehensive Discharge Levy).

27. Any required bus stops affected by the proposed work shall be provided in accordance with the Auckland Council Bus Stop, Bus Shelter Policy and Guidelines. Bus stop locations shall be shown on the Outline Plan of Works and constructed to comply with Auckland Council Engineering Quality Standards drawing R27.

28. (a) As required by, and in addition to, Condition 8(c) the Requiring Authority shall submit a **Landscape Mitigation Plan** for the entire designated area as part of the Outline Plan of Works. The Plan will provide for the identification of existing trees and vegetation affected by the proposed works which, where practicable, are to be retained. These trees will be protected during the construction programme.

(b) Where existing landscaping is impacted by the proposed road works a detailed plan shall be prepared along the route. The Plan shall have regard to the quality and quantity of any existing landscaping and shall provide for:

(i) A schedule of species to be planted, including botanical name, average plant size at time of planting and average mature height;

(ii) The timing of planting which could, in consultation with landowners, include opportunities for early planting;

(iii) Replacement fencing and boundary planting, which should be appropriately determined after discussion with the landowners.

(c) All landscape mitigation planting shall be implemented no later than in the first planting season following completion of the project construction works providing climatic conditions are suitable, otherwise at the first practicable opportunity.

Schedule 5A 68: Designation 311 - Central Interceptor Main Works, Kiwi Esplanade Site

[AM 58]

1.0 General Conditions

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

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

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

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

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

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

- TR A: Assessment of Landscape and Visual Effects, prepared by Boffa Miskell Limited, dated 26 July 2012;
- TR B: Arboricultural Assessment Report, prepared by Arborlab Consultancy Services Limited, dated 18 July 2012;
- TR C: Assessment of Ecological Effects, prepared by Boffa Miskell Limited, dated 24 July 2012;
- TR D: Archaeological Assessment, prepared by Clough & Associates Ltd, dated July 2012;
- TR E: Traffic Impact Assessment, prepared by Traffic Design Group, dated 24 July 2012;
- TR F: Noise Impact Assessment, prepared by Marshall Day Acoustics, dated 23 July 2012;
- TR G: Vibration Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 27993;
- TR H: Odour Assessment, prepared by Beca Infrastructure Ltd, dated 30 July 2012;
- TR I: Ground Contamination Assessment, prepared by Tonkin & Taylor Limited, dated July 2012, reference 26145.400;
- TR J: Effects of Tunnels on Groundwater and Surface Settlement, prepared by Tonkin & Taylor Limited, dated July 2012, reference 21645.300;
- TR K: Erosion and Sediment Control Plans, prepared by Watercare Services Limited, dated 8 August 2012, and including plans MAIN-ESCP-1.0 to 1.2, MAIN-ESCP-3.1 to 9A.1, and MAIN-ESCP 10.1 to 19.1, except where those individual plans have been superseded by the revision included in the Section 92 Response Report dated December 2012.

(e) Where applicable to the Kiwi Esplanade site, the Section 92 Response Report to Auckland Council, dated December 2012 and March 2013, including the following:

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

- Groundwater and Surface Settlement Effects Assessment (Tonkin & Taylor), dated 1 March 2013.

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

- Watercare response report (Parts A and B) dated 13 May 2013;
- Traffic response (Traffic Design Group), dated 6 May 2013;
- Vibration response (Tonkin & Taylor), dated 10 May 2013;
- Noise response (Marshall Day), dated 13 May 2013;
- Soil Conditioner Data Sheets;

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

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

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

(a) review the extent of the area designated for the Project;

(b) identify any areas of designated land that are no longer necessary for the ongoing operation, maintenance, renewal and protection of the wastewater interceptor and associated structures and activities;

(c) identify any areas of the designation within road reserve that are no longer necessary as the completed infrastructure is otherwise provided for and adequately protected by provisions of the Local Government (Auckland Council) Act 2009 and Utilities Access Act 2010;

(d) give notice to the Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in (b) and (c) above, which are not required for the long term operation and maintenance of the Project; and

(e) provide as-built plans to the Council's Team Leader, Compliance and Monitoring, Resource Consents.

1.3 A liaison person shall be appointed by the Requiring Authority for the duration of the construction phase of the Project to be the main and readily accessible point of contact for persons affected by the designation and construction work. The liaison person's name and contact details shall be advised to affected parties by the Requiring Authority. This person must be reasonably available for on-going consultation on all matters of concern to affected persons

arising from the Project. If a liaison person will not be available for any reason, an alternative contact person shall be nominated to ensure that a Project contact person is available by telephone 24 hours per day seven days per week during the construction phase.

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

(a) it has been given effect before the end of that period; or

(b) the Council determines, on an application made within 3 months before the expiry of that period, that substantial progress or effort has been made towards giving effect to the designation and is continuing to be made, and fixes a longer period for the purposes of this subsection.

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

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

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

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

(a) Construction Management Plan (CMP);

(b) Site Specific Traffic Management Plan;

(c) Communications Plan;

(d) Site Specific Construction Noise and Vibration Management Plan (CNVMP); and

(e) Cultural and Archaeological Management Plan (CAMP).

1.8 The Reinstatement Plans and Open Space Restoration Plans required under Conditions 12.1 and 12.2 shall be submitted as part of the above OPW or separately as part of a later OPW for the relevant stage(s).

1.9 The OPW shall include architectural plans for any proposed new permanent buildings (including air treatment facilities) at Kiwi Esplanade

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

(a) The extent to which the buildings are appropriate to their context and minimise potential adverse effects on the amenity of the surroundings (including neighbouring properties);

(b) The use of building materials which are sufficiently robust and minimise the potential for graffiti and vandalism;

(c) The extent to which the buildings are visually recessive through use of appropriate colours, textures and modulation;

(d) The extent to which buildings are designed to achieve appropriate visual amenity and scale with their surroundings through such aspects as modulation of building form, articulation of building components, and use of architectural detail; and

(e) The extent to which any planting visually anchors the building and enhances amenity and or natural values of the surroundings.

1.10 The OPW shall include design plans for any other permanent at grade and above ground structures. The design of any permanent at grade and above ground structures shall take into account the following matters:

(a) the location, landscape setting and adjoining land uses;

(b) the layout, architectural form and detail, and the use of a consistent and appropriate palette of materials, to ensure these elements are visually recessive;

(c) the configuration of multiple surface elements to minimise their prominence and visual clutter;

(d) the use of materials which are sufficiently robust and minimise the potential for graffiti and vandalism;

(e) landscaping to integrate with the Site Reinstatement Plans and Open Space Restoration Plans required in Condition 13.1 and Condition 13.3(e); and

(f) site configuration that maximises the use of Crime Prevention Through Environmental Design (CPTED) principles

2.0 Construction Management

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

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

(a) Details of the site or project manager and the construction liaison person identified in Condition 1.4, including their contact details (phone, postal address, email address);

(b) An outline construction programme;

(c) The proposed hours of work;

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

(e) Location of site infrastructure including site offices, site amenities, contractors yards site access, equipment unloading and storage areas, contractor car parking, and security;

(f) Procedures for controlling sediment run-off, dust and the removal of soil, debris, demolition and construction materials (if any) from public roads and / or other places adjacent to the work site;

(g) Procedures for ensuring that residents, road users and businesses in the immediate vicinity of construction areas are given prior notice of the commencement of construction activities and are informed about the expected duration and effects of the works;

(h) Means of providing for the health and safety of the general public and for pedestrian management as required by Conditions 6.1 – 6.2;

(i) Procedures for the management of works which directly affect or are located in close proximity to existing network utility services;

(j) Procedures for responding to complaints about construction activities;

(k) Procedures for the refuelling of plant and equipment;

(l) A Construction Noise and Vibration Management Plan (**CNVMP**) for each site containing measures to address the management of noise and vibration as identified in Condition 3.1;

(m) Measures for the protection and management of trees as identified in Conditions 10.1 and 10.2;

(n) Measures to be implemented to avoid, remedy or mitigate effects on and from the high voltage electricity transmission network, including:

- procedures detailing how the proposed works will be carried out in accordance with NZECP 34:2001 New Zealand Electrical Code of Practice for Electrical Safe Distances;
- procedures to manage the effects of dust and any other material potentially resulting from construction activities and able to cause material damage, beyond normal wear and tear, to the overhead transmission lines;
- procedures to ensure that no activity is undertaken during construction that would result in ground vibrations or ground instability likely to cause damage to the overhead transmission lines, including supporting structures;

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

(o) Measures to address CPTED issues within and around the construction site.

(p) Measures to limit the potential effects on roosting and feeding shorebirds at the Kiwi Esplanade site

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

3.0 Construction Noise and Vibration

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

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

Time and Day	Noise Limits	
	L_{Aeq} dB	L_{Amax} dB
Monday to Saturday 0730 – 1800	70	85

At All Other Times and Public Holidays	45	75

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

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

(a) a description of noise sources, including machinery, equipment and construction techniques to be used;

(b) predicted construction noise levels;

(c) hours of operation, including times and days when noisy construction work and blasting would occur in compliance with Condition 3.3;

(d) physical noise mitigation measures, including prohibiting the use of tonal reverse alarms, maintenance of access roads (to ensure they are smooth), acoustic screening around the site, plant selection and maintenance procedures, and site layout;

(e) construction noise criteria for any specific areas and sensitive receivers such as schools, child care centres, medical or aged care facilities;

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

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

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

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

(j) construction operator training procedures

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

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

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

(a) describe the activity (including duration), plant and machinery that is expected not to comply with the noise limits in Condition 3.2;

(b) describe the mitigation measures proposed to reduce the noise levels as far as practicable, including any options that have been discounted due to cost or any other reason;

(c) provide predicted noise levels for all receivers where the noise levels will not be compliant with the limits in Condition 3.2, including the effect of mitigation specified in 3.5(b);

(d) provide a set of noise limits that are Activity – Specific;

(e) describe the noise monitoring that will be undertaken to determine compliance with the Activity – Specific noise limits; and

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

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

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

(a) vibration sources, including machinery, equipment and construction techniques to be used;

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

(c) use of building condition surveys to determine the sensitivity of the building(s) on the adjacent sites to ground movement in terms of the Line 1-3 criteria of the DIN standard;

(d) provision for the determination of buildings that require post-condition surveys to be undertaken following the commencement of blasting;

(e) identification of any particularly sensitive activities in the vicinity of the proposed works (e.g. commercial activity using sensitive equipment such as radiography or mass-spectrometry) along with the details of consultation with the land owners of the sites where the sensitive activities are located and any management measures that will be adopted based on this consultation;

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

(g) methods for monitoring and reporting on construction vibration; and

(h) methods for receiving and responding to complaints about construction vibration.

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

(a) For buildings that are not occupied for any blast event, the air overpressure limit shall be 133 dBZ Lpeak unless prior agreement is reached in writing with the owner(s) (in conjunction with a building pre-condition survey) that a higher limit may apply; and

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

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

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

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

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

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

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

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

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

4.0 Operational Noise

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

Residential	
Time	Noise Limit*
0700-2200 hours	50 dB L_{Aeq}
2200-0700 hours	40 dBL_{Aeq} 75 dB L_{Amax}
Business	
Time	Noise Limit
At all times	60 dB L_{Aeq}

* Notes:

(1) These noise limits relate to noise generated by the normal operation of permanent works associated with the Project and do not apply to short term maintenance activities.

(2) Noise levels shall be measured and assessed in accordance with New Zealand Standards NZS6801:2008 Acoustics - Measurement of Environmental Sound and NZS6801:2008 Acoustics - Environmental Noise.

5.0 Traffic Management

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

5.2 The TMP(s) shall describe the measures that will be taken to avoid, remedy or mitigate the traffic effects associated with construction of the Project or Project stage. In addition to the matters described below, the site specific traffic management Condition 5.5 shall also be addressed where those site(s) are included by the Requiring Authority in the relevant Project stage. In particular, the TMP(s) shall describe:

(a) Traffic management measures to maintain traffic capacity or minimise the impact on traffic capacity during weekdays and weekends;

(b) Any road closures that will be required and the nature and duration of any traffic management measures that will result, including any temporary restrictions, detours or diversions for general traffic and buses;

(c) Methods to manage the effects of the delivery of construction material, plant and machinery;

(d) Measures to maintain, existing vehicle access to property where practicable, or to provide alternative access arrangements;

(e) Measures to maintain pedestrian and cyclist movements and reduce the impact on mobility impaired users on roads and footpaths adjacent to the construction works. Such access shall be safe, clearly identifiable and seek to minimise significant detours;

(f) Measures to manage any potential effects on children at / around education facilities;

(g) Measures to manage any potential construction traffic related effects on pedestrians and/ or traffic associated with large-scale events in parks and reserves;

(h) Any proposed monitoring to measure the impact of the works on traffic and the impact of the traffic management measures. If safety or operational issues are evident, measures to be implemented to address these issues;

(i) Measures to manage the proposed access to the site should the access be unable to cater for two-way traffic passing at the same time, and in particular to minimise reverse movements and blocking of the road; and

(j) The availability of on-street and off-street parking if the designated site is unable to accommodate all contractor parking. This shall include an assessment of available parking (if any) for contractors on street and identify measures to meet and/or reduce contractor parking demand should it be found that there is insufficient on-street parking to meet this demand.

5.3 The TMP(s) shall be consistent with the New Zealand Transport Agency Code of Practice for Temporary Traffic Management, which applies at the time of construction.

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

Kiwi Esplanade

5.5 Contractor parking (associated with the construction works) is not permitted on the reserve road leading to Manukau Yacht and Motor Boat Club, nor within the parking area within the reserve, unless agreed to by Auckland Council.

6.0 Pedestrian Management

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

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

7.0 Works Within Road Reserve

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

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

8.0 Construction Hours

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

(a) Tunnelling activities – 24 hours a day, 7 days a week operations for all tunnelling activities, including the main tunnel works and the link tunnels.

(b) General site activities – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday.

(c) Truck movements – 7am to 6pm, Monday to Friday, 8am to 6pm Saturday, except as noted in 8.3.

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

(a) where, due to unforeseen circumstances, it is necessary to complete an activity that has commenced;

(b) where work is specifically required to be planned to be carried out at certain times e.g. to tie into the existing network during periods of low flow, or to tie into tidal cycles for works in the CMA;

(c) for delivery of large equipment or special deliveries required outside of normal hours due to traffic management requirements;

(d) in cases of emergency;

(e) for the securing of the site or the removal of a traffic hazard; and/or

(f) for any other reason specified in the CMP or TMP.

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

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

8.4 Proposed works at the Kiwi Esplanade site shall be undertaken between 1 August and 31 December in any year so as to limit potential effects on shorebirds.

9.0 Community Information and Liaison

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

(a) the method(s) of consultation and liaison with key stakeholders and the owners/occupiers of neighbouring properties regarding the likely timing, duration and effects of works;

(b) details of prior consultation or community liaison undertaken with the parties referred to in (a) above, including outlining any measures developed with such persons or groups to manage or to mitigate any adverse effects or inconvenience that may arise;

(c) full contact details for the person appointed in accordance with Condition 1.4 to manage the public information system and be the point of contact for related enquiries; and

(d) the information required by Conditions 3.4(g) and (i) and 3.6(f) and (h).

10.0 Tree Management

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

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

(b) The proposed location for any transplanted trees, including those required for visual screening purposes, and detail of any required landowner agreements if these locations are outside of the designated area.

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

10.2 In the event that pohutukawa trees at the proposed Kiwi Esplanade site are not able to be retained within the construction site, the CMP for this site shall include, where practicable, the transplanting of existing trees to a nearby part of the reserve provided that this can occur without unduly affecting bird roosting or obscuring sea views from residential properties.

11.0 Cultural and Archaeology, and Heritage

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

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

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

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

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

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

12.0 Site Reinstatement and Open Space Restoration

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

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

(a) Any existing structures or features on the site to be protected during works or reinstated on completion of works.

(b) The location and design of permanent wastewater infrastructure to remain at the site including the design of lid structures and chamber covers including the associated contouring of ground.

(c) The location and design of permanent access to the wastewater infrastructure. As far as practicable, permanent all-weather access for heavy vehicles shall minimise areas of new impermeable surfaces and, in open space areas, the use of grass cell, or similar, shall be preferred.

(d) Details of proposed landscaping and planting, including implementation and maintenance programmes.

- For sites that are in proximity to transmission lines, the species used shall be suitable in terms of plant height at maturity to maintain appropriate separation distances from the transmission lines.
- For sites that are adjacent to residential properties, and have above ground structures, specific mitigation planting shall be included to provide visual screening of the structures from residential properties

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

12.3 The Open Space Restoration Plans shall include all of the items listed in Condition 12.1 and shall also include the following:

(a) Details of the restoration of the park or reserve infrastructure to at least the same standards and specifications as existing at the time of the works, or as confirmed to be constructed as part of any funded restoration works being undertaken by Council or on behalf of Council.

(b) Details of any vehicular access through the park or reserve;

(c) Inclusion and detailing of all public pedestrian and cycle linkages including the reinstatement of all pedestrian linkages and walkways affected by construction;

(d) Implementation programmes for planting reinstatement, including a 2-year maintenance programme;

(e) Replacement planting shall be provided at a minimum of a two for one basis for any tree removals, unless otherwise agreed in writing with the Council's Manager, Parks, Sports and Recreation – Central.

(f) Details of all hard landscaping materials, dimensions and specifications;

(g) Use of reinforced grass for permanent access to the wastewater infrastructure ('Grass Cell' or similar as recommended in

(h) TRA: Assessment of Landscape and Visual Effects, prepared by Boffa Miskell Limited, dated 26 July 2012), unless permanent access can be incorporated within existing roads or paths, or if the use of reinforced grass is demonstrated to be not practicable for a particular site.

(i) Upgrading and replacement of the Requiring Authority's existing manholes and structures within the reserves so they are flush with the ground where practicable to do so;

(j) Design in accordance with CPTED (Crime Prevention Through Environmental Design) principles; Integration with, as far as practicable, park development and management plans of Auckland Council, and the Auckland Design Manual – Parkland Design Guidelines (Draft 2013) or final approved or updated version of these guidelines; and

(k) Liaison with Auckland Transport to identify opportunities to enhance walking and cycling infrastructure, and confirm design standards for walking, cycling and vehicle access.

Note: For works in the Kiwi Esplanade site the Reinstatement Plan required by Condition 12.1 will effectively be incorporated within the Open Space Restoration Plan. Separate Reinstatement Plans and Open Space Restoration Plans are not required.

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

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

12.6 When contractors' yards or other temporary works areas are no longer required for any construction or operational purpose, site works, including site offices, storage and equipment sheds, fencing and hard stand areas shall be removed and the area reinstated in accordance with Conditions 12.1 to 12.3.

Schedule 5A 69: Designation 318 - Construction, operation and maintenance of a component of State Highway 20A to Airport Project, 2 Ascot Road, Mangere

[AM 97]

General Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated dated 17 November 2015, and the accompanying *2 Ascot Road - Assessment of Environmental Effects* and plans referenced as 3123502-CE-3077 Rev C and 3123502-CE-K2102 Rev E.

2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the RMA), this designation shall lapse if not given effect to within 5 years from the date on which it is confirmed.

3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

4. An Outline Plan of Works (OPW) need not be submitted for the construction works as the detail of this work is sufficiently described in documents provided in support of the Notice of Requirement (as described within condition 1 above) and has been assessed against Section 176A as required.
5. The Requiring Authority shall submit an OPW for any proposed landscaping in accordance with Section 176A of the Resource Management Act 1991.

Construction

6. All works shall be carried out in accordance with the Construction Management Plan (CMP) to be submitted to Auckland Council for certification, as per condition 6 approved for LUC 46111 and condition 6 approved for LUC 48420.

7. All necessary and practicable steps shall be taken to avoid damage to other utility services, the roading network, or private property.

Construction Noise

8. 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 Condition 9.

9. All works shall be carried out in accordance with the Construction Noise and Vibration Management Plan (CNVMP) submitted to Auckland Council for certification, as per conditions 32-40 approved for LUC 46111.

Construction Traffic Management Plan

10. All works shall be carried out in accordance with the Construction Traffic Management Plan (CTMP) submitted to Auckland Council for certification, as per conditions 28-31 approved for LUC 46111.

Tree Removal and Protection

11. The Requiring Authority shall employ a suitably qualified arborist to monitor, direct and supervise all tree removals and all works within the dripline of protected trees / street trees adjacent to the works site. The name of the arborist shall be submitted to Auckland Council prior to the commencement of any site works.

12. Prior to any construction works commencing on the site, a pre-commencement site meeting shall be held with the advising arborist and Auckland Council arborist advisor so that the arborist can confirm with the contractor(s) the tree protection measures required to undertake works near trees identified for retention, and any other vegetation to be retained.

13. All works shall be carried out in accordance with tree protection conditions 8-9 approved for LUC 48420.

Schedule 5A 70: Designation 319 - Construction, operation and maintenance of a component of State Highway 20A to Airport Project, 1 Ascot Road, Mangere

[AM 96]

General Conditions

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 2 November 2015, and the accompanying *1 Ascot Road - Assessment of Environmental Effects* and plans referenced as 3123502-CE-3013 Rev A and 3123502-CE-K2101 Rev D.

2. In accordance with section 184(1)(c) of the Resource Management Act 1991 (the RMA), this designation shall lapse if not given effect to within 5 years from the date on which it is confirmed.

3. Land taken or held for the works shall be maintained to a reasonable standard until the physical works commence and for the duration of the construction works.

4. An Outline Plan of Works (OPW) need not be submitted for the construction works as the detail of this work is sufficiently described in documents provided in support of the Notice of Requirement (as described within condition 1 above) and has been assessed against Section 176A as required.
5. The Requiring Authority shall submit an OPW for any proposed landscaping in accordance with Section 176A of the Resource Management Act 1991.

Construction

6. All works shall be carried out in accordance with the Construction Management Plan (CMP) to be submitted to Auckland Council for certification, as per condition 6 approved for LUC 46111 and condition 6 approved for LUC 48420.

7. All necessary and practicable steps shall be taken to avoid damage to other utility services, the roading network, or private property.

Construction Noise

8. 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 Condition 9.

9. All works shall be carried out in accordance with the Construction Noise and Vibration Management Plan (CNVMP) submitted to Auckland Council for certification, as per conditions 32-40 approved for LUC 46111.

Construction Traffic Management Plan

10. All works shall be carried out in accordance with the Construction Traffic Management Plan (CTMP) submitted to Auckland Council for certification, as per conditions 28-31 approved for LUC 46111.

Tree Removal and Protection

11. The Requiring Authority shall employ a suitably qualified arborist to monitor, direct and supervise all tree removals and all works within the dripline of protected trees / street trees adjacent to the works site. The name of the arborist shall be submitted to Auckland Council prior to the commencement of any site works.

12. Prior to any construction works commencing on the site, a pre-commencement site meeting shall be held with the advising arborist and Auckland Council arborist advisor so that the arborist can confirm with the contractor(s) the tree protection measures required to undertake works near trees identified for retention, and any other vegetation to be retained.

13. All works shall be carried out in accordance with tree protection conditions 8-9 approved for LUC 48420.

Schedule 5A 71: Designation 186 - Conditions Motorway Purposes.

[AM 77]

1. Except as modified by the conditions below and subject to final design, the works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notices of Requirement dated November 2014 and referenced by the Council as MPA077 and PPA052 and supporting documents being NOR documents, Application Forms, and Assessment of Environmental Effects prepared by Green Group Ltd, dated November 2014, including:

III Volume 1 -Notices of Requirement- NoRs 1 and 2 dated 6 Nov 2014

Report title and reference	Author	Rev	Dated
Volume 2 Assessment of Environmental Effects	Owen Burn	4	Nov 2014
Volume 3 Technical Reports comprising: Arboricultural Assessment	Leon Saxon-Greenscene NZ Ltd	1	Nov 2014
Consultation Record	Lucie Mairs	1	Oct 2014
Social Impact Assessment	J Talbot and Louise Strogen	3	Nov 2014
Assessment of Traffic Noise and Vibration	Siiri Wilkening (Marshall Day Acoustics)	4	28 Oct 2014
Assessment of Transport EffectsFlow TransportationF11 Nov 2014	Flow Transportation Specialists Ltd	F	11 Nov 2014
Assessment of Effects on Freshwater Ecology	Eddie Sides	4	October 2014
Assessment of Effects on Terrestrial Ecology	Katherine Muchna and Dr Sarah Flynn	3	October 2014
Assessment of Landscape and Visual Effects	Shannon Bray Boffa Miskell	4	2Dec 2014
Construction Environmental Plan	Steve Lloyd	1	Nov 2014

Relevant plan title and reference	Author	Rev	Dated
Volume 4 Southern Corridor Improvements Drawings set comprising: - Designation Plans - General Arrangement - Typical Sections	Aurecon	Various	07 Nov 2014

- Retaining Walls
- Civil structures
- Existing Utilities
- Proposed utilities
-Drainage
- Erosion and Sediment Control

Other additional information	Author	Rev	Dated
Further information letter, including all attachments	Owen Burn		23 December 2014
Email on 10 February 2015, subject: *"Notes on email from Fritha Witton"* regarding withdrawal of LUC for trees	Steve Lloyd		10 February 2015
SH1: Southern Corridor Improvements Urban Design and Landscape Framework- Revision 2	Shannon Bray		10 March 2015
Cover Letter	Owen Burn		27 January 2015
Assessment of Environmental Effects Addendum	Owen Burn	1	January 2015
Plans: Noise/Security Wall Height Plans; Sheets 1-14	Aurecon	T3	26/5/15
Drawings 241032 - 0231 to 0237	Aurecon	B	15/05/2015
Drawings 241032 - 0238	Aurecon	A	15/05/2015
Drawings 241032 - 0206 - Typical Cross Sheet4	Aurecon	c	17/10/2014

Other additional information	Author	Rev	Dated
Drawing 241032 - 0101 - General Arrangement - Sheet 1	Aurecon	F	17/10/2014
Drawing 241032 - 0102 - General Arrangement- Sheet 2	Aurecon	F	17/10/2014
Drawing241032–0103- General Arrangement- Sheet 3	Aurecon	F	17/10/2014
Drawing 241032- 0104- General Arrangement- Sheet 4	Aurecon	F	17/10/2014

Drawing 241032 - 0105 - General Arrangement- Sheet 5	Aurecon	F	17/10/2014
Drawing 241032- 0106- General Arrangement- Sheet 6	Aurecon	F	17/10/2014
Drawing 241032- 0107 - General Arrangement- Sheet 7	Aurecon	F	17/10/2014
Drawing 241032- 0108 - General Arrangement – Sheet 8	Aurecon	G	17/10/2014
Drawing 241032 - 0109 - General Arrangement – Sheet 9	Aurecon	F	17/10/2014
Drawing 241032 - 0110 - General Arrangement- Sheet 10	Aurecon	F	17/10/2014
Drawing 241032 - 0111 - General Arrangement- Sheet 11	Aurecon	F	17/10/2014
Drawing 241032- 0112 - General Arrangement- Sheet 12	Aurecon	G	07/11/2014
Drawing 241032-0113- General Arrangement- Sheet 13	Aurecon	F	17/10/2014
Drawing 241032- 0114- General Arrangement- Sheet 14	Aurecon	F	17/10/2014

The amended Notice of Requirement Drawings 241032-0100-0117 attached as Attachment A. These drawings represent the final form of the altered designation line and override the alteration to designation line shown in Volume 4 Southern Corridor Improvements Drawings and all other drawings referred to above.

2. The designation shall lapse if not given effect to within 10 years from the date on which is included in the Auckland Council District Plan (Manukau Section), the Auckland Council District Plan (Papakura Section) and the Proposed Auckland Unitary Plan (PAUP).

3. As soon as practicable following completion of the Southern Corridor Improvements (the Project) , the Requiring Authority shall give notice in accordance with 182 of the RMA to Manager Regional and Local Planning, Auckland Council, for the removal of those parts of the designation that are not required for the long term operation, maintenance and mitigation of effects of the Project.

Noise and Vibration Management- Operation

4. The detailed design of any structural mitigation measures (detailed mitigation measures) shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, in consultation with an urban designer and landscape architect,

and shall include the location, length and height of noise barriers in general accordance with the Assessment Traffic Noise and Vibration.

5. Following detailed design, where a need is identified to revise any structural mitigation measure as identified in Drawing Nos. 241032-0000-DRG-RU-0101-T1 to 241032-0000-DRG-RU-00114-T1 Noise/Security Wall Height Plans, Sheet 1 to 14 (for example, because it is not practicable to implement a particular mitigation in the same location, length).

i) If the changed design of the structural mitigation measure would still achieve the same Noise Criteria Category at all relevant protected premises and facilities (PPFs), and a suitably qualified acoustic specialist certifies to the Council that the changed structural mitigation measure would be consistent with adopting the Best Practicable Option (BPO) in accordance with NZS6806:2010, the detailed mitigation measures may be amended to include the changed structural mitigation measure, or

ii) If the changed design of the structural mitigation measure would change the Noise Criteria Category at any PPF to a less stringent Noise Criteria Category, but a suitably qualified acoustic specialist confirms that the changed structural mitigation measure would be consistent with adopting the BPO in accordance with NZS6806:2010, the detailed mitigation measure may be amended to include the changed structural mitigation measure. The Requiring Authority shall consult with affected property owners prior to amending the detailed mitigation measures to include the changed structural mitigation measure.

6. Where modification of buildings may be required to achieve compliance with NZS6806:2010 (Category C Building), then the following process shall be followed:

(a) Prior to commencement of construction of the Project in the vicinity of a Category C Building, the Requiring Authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

(b) If the owner(s) of the Category C Building approve the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition 6 (a)), then no more than six months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustic specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

(c) Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition 6(b) above where:

i. The Requiring Authority (through its acoustics specialist) has visited the building and has carried out the assessment specified in 6(b); or

ii. The owner of the Category C Building consented to the Requiring Authority's request for access, but the Requiring Authority could not

gain entry for some reason (such as entry being denied by a tenant); or

iii. The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Conditions 6(b) (including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition 6(a) within that period); or

iv. The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

(d) If any of (ii) to (iv) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any building- modification mitigation at that Category C Building.

(e) Subject to Condition 6(c), within six months of the assessment required under Condition 6(b), the Requiring Authority shall give notice to the owner of each PPF Category C Building identified under Condition 6(a):

i. Advising of the options available for building-modification mitigation to the building; and

ii. Advising that the owner has three months within which to decide and advise the Requiring Authority whether to accept building-modification mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for building-modification mitigation is available, to advise the Requiring Authority which of those options the owner prefers.

(f) Once an agreement on building-modification mitigation is made between the Requiring Authority and the owner of an affected Category C Building, the mitigation shall be implemented in a reasonable and practical timeframe agreed between the Requiring Authority and the owner and at the Requiring Authorities expense.

(g) Subject to Condition 6(a), where building-modification mitigation is required, the Requiring Authority shall be deemed to have complied with DC6(b) above where:

i. The Requiring Authority has completed building-modification mitigation to the Category C Building; or

ii. The owner(s) of the Category C Building did not accept the Requiring Authority's offer to implement building-modification mitigation prior to the expiry of the timeframe stated in Condition 6(b) above (including where the owner(s) did not respond to the Requiring Authority within that period);

7. Where noise attenuation walls exceed a height of 2m adjacent to residential properties , planting, as and if agreed, shall be undertaken on the residential property side of the noise attenuation wall following consultation with the adjacent property owner. Planting shall be implemented within the planting season following construction of the adjacent noise attenuation wall.

8. Noise/security barriers shall be built within the designation in the locations and to the heights shown on the noise/security barrier height plans and cross section drawings, Sheets 1 to 14, to an accuracy of ±1 metre. Where, following detailed design the noise/ security barrier height deviates from the height defined in these plans and drawings the same noise criteria category is to be achieved for the relevant PPFs. The noise criteria categories to be achieved (at a minimum) for each PPF are shown on the figures of AEE Volume 3 Appendix 9 "Traffic Noise and Vibration Assessment", Appendix H, figures 1 to 6: NZS 680:2010 Noise Criteria Categories- Preferred Mitigation Situation (Year 2026).

Construction Traffic Management Plan (CTMP)

9. (1) A CTMP shall be prepared by a suitably qualified person and shall describe the methods for avoiding, remedying or mitigating the local and network wide effects resulting from construction of the Project, which will be undertaken to address, as far as practicable, the following:

(a) Methods to avoid, remedy or mitigate the local and network wide effects ofthe construction of individual elements of the Project (e.g. intersections/overbridges) and the use of staging to allow sections of the Project to be opened to traffic while other sections are still under construction.

(b) Methods to manage the effects of the delivery of construction material, plant and machinery (including oversized trucks).

(c) The numbers, frequencies, routes and timing of construction traffic movements.

(d) Traffic management measures to address and maintain traffic capacity as far as reasonably practicable, including bus services, at peak traffic periods during weekdays (6:00 to 9:00 and 16:00 to 18:00) at the Takanini Interchange.

(e) Measures to maintain existing vehicle access, as far as possible, or where the existing property access is to be removed or becomes unsafe as a result of the construction works, measures to provide alternative accessarrangements in consultation with Council (Team Leader Southern Monitoring) and the affected landowner. In relation to the Stevenson site at 24 and 30 Great South Road, measures are required to maintain safe and efficient left and right access to and egress from the Stevenson's site throughout the construction period.

(f) Measures to maintain pedestrian and cycle access with thoroughfare to be maintained on all roads and footpaths adjacent to the construction works, where practicable (e.g. unless provision of such access is severed by the works or such access will become unsafe as a result of the construction works). Such access shall be safe, clearly identifiable, provide permanent surfacing and seek to minimise significant detours.

(g) When development commences at the former Manukau Golf Course and the entrance onto Great South Road is utilised, the use of the intersection will be monitored by the Consent Holder and an appropriate Traffic Management Plan (TMP) shall be submitted to Council for certification. If the Council (Team Leader Southern Monitoring) has not provided a response within 10 working days of the submission of the TMP, it will be deemed to be certified.

2) The consent holder shall ensure that, when developing the CTMP, the suitably qualified person shall:

(a) Use best practice to better understand the effects of construction of the Project or Project stage on the affected road network, which may include the use of traffic modelling tools. Any such assessment should be undertaken in consultation with Auckland Transport, and have the ability to simulate lane restrictions and road closures; and

(b) As far as practicable, undertake measures to avoid road closures and also the restriction of vehicle, cycle and pedestrian movements.

Schedule 5A 72: Designation 320 - Wiri Oil Service Limited.

1. The designation is for the operation, maintenance, upgrading and future expansion of the Wiri Oil Services Terminal and associated facilities, located at 149 Roscommon Road, Wiri, and the authorisation of all ancillary activities and facilities. The scope of the designation shall be generally in accordance with the Notice of Requirement for the Terminal dated August 2013 and further information provided on 27 March 2014 and 4 July 2014 including the plan titled 'Long Term Development Plan Drawing C210' contained in Figure 5.11, subject to any amendments required by the conditions that follow. Nothing in this condition shall limit future activities on the site in so far as they are consistent with the designation and other conditions.

2. Any additional fuel storage at the Terminal shall be within the key parameters identified in the Sherpa Report titled 'Risk Summary for Input to NOR', reference 20762-TN-006 Rev 1 11 June 2014,as updated by Sherpa Consulting PTY Ltd (4 March 2016) QRA Report Modified Future Growth Case for WOSL site, doc ref: 21013-RP-001 and as follows:

(a) Overall total annual throughput for all fuels does not exceed 4,980,000m^3 per year.

(b)Total container capacity, as defined by the Hazardous Substances and New Organisms Act 1996, shall not exceed 110,400m^3 for gasoline (petrol) and 245,000m^3 for all fuels (including gasoline).

(c) The proportion of gasoline (petrol) does not exceed 32% of the total annual specified in condition 2a.

(d) The capacity of the Refinery Auckland Pipeline (RAP) shall not exceed 570 m3 per hour.

(e) No additional gasoline (petrol) storage shall take place in the currently vacant southern part of the site, identified as Area B on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.

(f) No more than four of the nine existing storage tanks located in Area E on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11 shall be used for the storage of gasoline (petrol).

(g) All additional gasoline (petrol) is to be stored in the area along the eastern part of the site identified as Area A on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11, north of Oil Terminal Road.

(h) The commercial fatality risk $5x10^{-6}$ contour does not extend onto the land located at 25 Ha Crescent, Manurewa (Lot 1, DP 383239)

3. The risk elimination and reduction measures for all facilities on the site shall be comprehensively reviewed at no less than 5 yearly intervals, in accordance with the

Hazard and Operability (HAZOP) methodology. A copy of the HAZOP report shall be provided to the Council within three months of its completion.

4. The Requiring Authority shall provide the Civil Defence and Emergency Management Director at Auckland Council with a copy of the current emergency procedures documentation for the site. All subsequent updates are to be provided to the Council.

5. A buffer zone shall be retained on the McLaughlins Road frontage of the site to accommodate the site's storm water management system, as identified by Area F on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11.

Outline Plan

6. Prior to the commencement of any new physical works within the Designation, unless otherwise permitted by the District Plan, the Requiring Authority shall submit to Council an Outline Plan of Works pursuant to Section 176A of the RMA unless Council agrees to waive the requirements.

7. At the time of preparing an Outline Plan of Works for works within Area A, the Requiring Authority shall:

(a) Design and operate future fuel tanks in general accordance with best industry practice. This should include consideration and installation of relevant risk elimination and reduction measures including, as a minimum, independent high-high and extra high level alarms, automatic closing of tank inlet valves for high-high or extra high level alarms, full SIL 2 approval for high-high or extra high level alarms, ducted overfill and gas detection for Mogas tanks, fixed fire protection and water cooling, fail safe auto-closing tank inlet and outlet valves (and auto-closing roof drain valves for any floating roof tanks), CCTV and tilt meters (for floating roof tanks) or such equivalent systems that may exist at the time of the expansion.

(b) Before commencing any expansion of the terminal facilities, prepare and submit an updated Quantitative Risk Assessment to Council for certification that the risks from any additional gasoline (petrol) storage, based on actual storage capacity, design and management details remain within the risk profile determined in the Sherpa Consulting Pty 2016 QRA Report Modified Future Growth Case. The acceptability of risk from future development shall be determined in accordance with the NSW HIPAP4 guidelines (or the relevant successor best practice guideline at the time).

(c) Liaise with land users within the Emergency Management Planning Area as shown in Figure 3.3 — 'Suggested emergency planning overlay future WOSL operation — Straight line version coinciding with property boundaries', contained in Sherpa Technical Note 20762-TN-006 in Annexure 6 of the Application material, in relation to

i) Establishment and maintenance of early warning notification system;

ii) Emergency Management Planning including emergency exercises;

iii) Maintenance of contact details.

Construction Management Plan

(d) Submit a Construction Management Plan to the Council. The Construction Management Plan shall be at a level of detail corresponding to the nature and extent of the works and include, where appropriate, specific details relating to the construction and management of works including, earthworks, silt and sediment control, construction traffic, dust, odour, noise and lighting.

Note: For the avoidance of doubt, this provision also applies to any OPW for works across the whole designated site not just to Area A.

Landscaping – Roscommon Road Frontage

(e) Provide a detailed landscape design for the 10 metre wide landscape strip on the Roscommon Road boundary undertaken by a Registered Landscape Architect. The detailed landscape design shall be consistent with the concept in Figures One: Landscape Concept and figure Two: Roadside Concept Images prepared by Isthmus reference 3296 dated January 2014, and shall include the matters set out below:

i) A minimum of 6 primary and 4 secondary earth mounds shall be constructed; the primary earth mounds shall be formed to a height of 1.5m-2m above the surrounding ground level and the secondary mounds to a height of 1m.

ii) If there is suitable volcanic material in the existing bund to create the terracing and walls this should be utilised within the construction of the landscape concept.

iii) A minimum of 18 trees are to be used along the entire length of the Roscommon Road frontage of a species capable of achieving a minimum height of 10m.

iv) Detailed design of the landforms and selection of the trees to be used shall be undertaken in consultation with Mana Whenua.

Final tree and landform location will be dependent upon the result of any additional risk modelling required.

Those parts of the landscape strip located to the north and south of Oil Terminal Road shall be developed and planted in accordance with the detailed design required by this Condition at such time as the adjacent land within the Terminal site is developed.

Height

(8) Height of structures shall be restricted to a maximum of 20 metres within the designation, except that lighting, security and communication poles and devices may extend up to 25 metres in height.

Building Set Backs

(9) All new buildings (excluding fences, flood gates, gates, security equipment and bunds) shall be set back at least 10m from the site or road boundaries as indicated on the 'Long Term Development Plan Drawing C210' contained in Figure 5.11

Noise

(10) Noise levels measured at the boundary of the site when the oil Terminal is in operation shall not exceed those required by the underlying zone. During construction works, noise shall be managed in accordance with NZS6803-1999 Acoustics – Construction Noise. Emergency warning alerts shall be exempt from the noise restrictions.

Lighting

(11) All exterior lighting shall be designed and operated so that light spill beyond the site boundaries complies with the requirements of the underlying zone.

Traffic

(12) Adequate onsite parking, loading, access and manoeuvring areas shall be provided at all times for all types of vehicles anticipated to visit the Terminal.

Accidental discovery protocol – archaeological and/or pre European

(13)In the event of any discovery of an archaeological site, archaeological material, artefacts or potential human remains (kōiwi), the project manager or WOSL representative shall immediately:

a) Cease earthworks within a 10 m radius of the archaeological find and install a suitable temporary barrier and signage restricting access;

b) Advise the Council's heritage manager and Heritage New Zealand's Auckland Manager;

c) Advise NZ Police, if the discovery is of potential human remains,

d) If the archaeological material is determined to be Kōiwi Tangata (human bones) or taonga (treasured artefacts) by Heritage New Zealand, advise the appropriate Mana Whenua representatives (the council can assist in contacting Mana Whenua representatives) of the discovery; and

e) Recommence work: Earth moving work within the area of the discovery must not recommence until:

i) Heritage New Zealand has confirmed that an archaeological authority has been approved for the work, or that none is required; and

ii) any required notification under the Protected Objects Act 1975 has been made to the Ministry for Culture and Heritage; and

iii) where the site is of Māori origin and an authority is not required the council will confirm in consultation with Mana Whenua that:

- any kōiwi have either been retained in situ or removed in accordance with the appropriate tikanga; and

- any agreed revisions to the planned works have been made in order to address adverse effects on Māori cultural values.

Advice Notes

1.This designation does not remove the need to comply with any applicable regional rules or affect the requirements of the existing regional consents relating to storm water discharge (council reference: 32707) and air discharge (council reference: 33447).

2.This designation does not affect any requirement to comply with or obtain consent under the National Environmental Standard: Assessing and Managing Contaminants in Soil to Protect Human Health.

3.The designation does not affect the Requiring Authority's obligations to operate the Terminal facilities in accordance with the Hazardous Substances and New Organisms (HSNO) Act 1996 and associated Regulations and the Health and Safety at Work Act 2015 and associated Regulations.

4.For clarity the designation does not affect the existing designations for the Refinery to Auckland pipeline and the Wiri to Airport pipeline (designation references 296 and 309, respectively, in the Operative Auckland Council District Plan (Manukau Section)) (refer s171 Resource Management Act 1991).

5. All fuel storage and associated operations shall comply with the requirements of the Hazardous Substances and New Organisms Act 1996 and associated Regulations.

6.An updated copy of the sites' Environmental Management Plan and Terminal Operating Manual (TOM) will be prepared upon commissioning of any new tanks and / or compounds and for any significant changes to management systems. Council will be notified of these changes and works in accordance with the ITA/Stormwater Resource Consent and access to a copy of the TOM provisions shall be made available to Council on request.

Figure 5.11: Long Term Development Plan Drawing C210

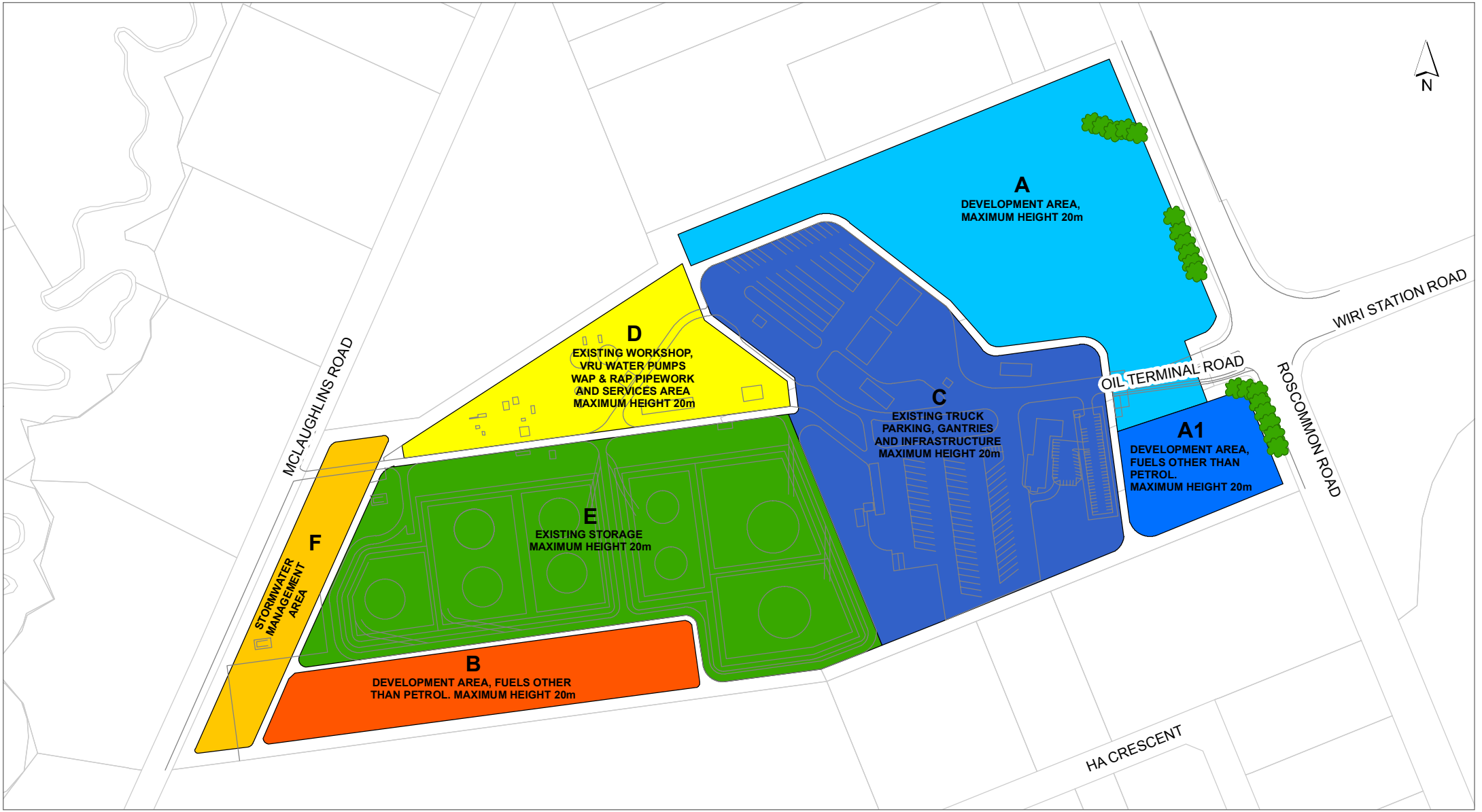


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Diagram 5.11 - Long Term Development Plan

0 25 50 75
Meters

Scale @ A4
= 1:4,000

Date Printed:
14/10/2016

Auckland Council
Te Kaunihera o Tāmaki Makaurau

Schedule 5A 73: Designation 321 - Conditions Mill Road-Redoubt Road Corridor Project.

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

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

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

Best practicable option
Has the meaning under the Resource Management Act 1991; as follows:
Best practicable option, in relation to a discharge of a contaminant or an emission of noise, means the best method for preventing or minimising the adverse effects on the environment having regard, among other things, to—

(a) the nature of the discharge or emission and the sensitivity of the receiving environment to adverse effects; and

(b) the financial implications, and the effects on the environment, of that option when compared with other options; and

(c) the current state of technical knowledge and the likelihood that the option can be successfully applied

Highly Sensitive Air Pollution Land Use
This includes a location where people and surroundings may be particularly sensitive to the effects of air pollution. These include residential houses, hospitals, schools, early childhood centres, childcare facilities, rest homes, residential properties, premises primarily used as temporary accommodation (such as hotels, motels and camping grounds), open space used for recreation, the conservation estate, marae and other similar cultural facilities.

Historic Heritage
This includes heritage buildings, sites and places identified in the New Zealand Heritage List, the Auckland Council Cultural Heritage Inventory, the NZAA Site Record File, or in the Auckland Council District Plan (Manukau or Papakura Sections), or in the Proposed Auckland Unitary Plan (for heritage rules currently with legal effect) or as specifically identified in conditions.

Mana Whenua

Mana whenua for the purpose of this designation are considered to be the following (in no particular order), who at the time of Notice of Requirement expressed a desire to be involved in the Redoubt Road - Mill Road Corridor Project:

- Te Akitai Waiohua
- Ngāti Tamaoho
- Ngai Tai ki Tamaki

- Ngāti Te Ata
- Ngāti Paoa

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

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

a) Transport, Access and Parking;
b) Construction noise and vibration;
c) Historic Heritage;
d) Urban Design and Landscape
e) Ecological management and restoration;
f) Social Impact and Business Disruption;
g) Air quality;
h) Contamination.

ABBREVIATIONS

CEMP	Construction Environmental Management Plan
DWP	Delivery Work Plan
NoR	Notice of Requirement
SEP	Stakeholder Engagement Plan
SIMP	Social Impact Management Plan

1. General Conditions

1.0 Except as modified by the conditions below and subject to final detailed design, the Redoubt Road - Mill Road Corridor Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement dated 24 October 2014 and supporting documents being:

a) Assessment of Environmental Effects report (contained in Volume 2 of the Notice of Requirement suite of documents, dated October 2014);
b) Supporting environmental assessment reports (contained in Volume 2 of the Notice of Requirement suite of documents);
c) The Preliminary Design Report (contained in Volume 2 of the Notice of Requirement suite of documents, dated September 2014);
d) Plan sets:
   i) Land requirement plans (contained in Volume 1 of the Notice of Requirement suite of documents, dated October 2014);
   ii) Plans contained in Volume 3 of the Notice of Requirement suite of documents, dated October 2014);
   iii) Plan 60317081-SKE-30-0000-C-0065 Rev A which details retaining walls on Murphys Road in proximity to the Thomas Road intersection.

iv) Plan 60317081-SHT-30-0000-CD-0514 Rev F dated 15 August 2016 which details the area of land required for Wetland 7 at 125 Murphys Road.

v) Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016 showing the bridge design for 146 Mill Road and including a steel bridge of 40 metre span.

The north-eastern abutment and piles and south-western abutment and piles shall not be closer to the bottom of the gully than depicted on Plan 60317081-SKE-30-0000-BR-0122 revision B dated 4 November 2016. The underside of the bridge shall be painted in as light a colour as is reasonably practicable to encourage light conditions for understorey vegetation.

vi) Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016 which details access arrangements in the vicinity of the intersection of Alfriston Road and Mill Road.

2. **Lapse Dates**

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), designation NoRs 1 and 2 shall lapse if not given effect to within 10 years from the date on which they are confirmed.

2.2 In accordance with section 184(1) of the RMA, designation NoR 3 shall lapse if not given effect to within 15 years from the date on which it is confirmed.

3

3.1 On an on-going basis as design progresses, and as soon as reasonably practicable but no later than 12 months from the date of the relevant section of the Redoubt Road - Mill Road Corridor Project becoming operational, the Requiring Authority shall:

a) Identify any areas of the Redoubt Road - Mill Road Corridor designation that are no longer necessary for the on-going operation, on-going maintenance or for on-going mitigation measures; and

b) Give notice to the Auckland Council in accordance with Section 182 of the RMA for the removal of those parts of the designation identified in a) above.

3A

3A.1 Kauri dieback hygiene controls

a) All equipment and footwear which is to be used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of a suitably experienced arborist ('Nominated Arborist') prior to arrival on site.

b) All equipment and footwear used in locations where there are New Zealand Kauri or Elm trees present shall be thoroughly cleaned with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist prior to removal from those locations.

c) For the avoidance of doubt, in this condition "equipment" includes, but is not limited to, excavator buckets and tracks, shovels, picks, wheel barrows, drilling apparatus, augurs, and any other ground penetrating tools or equipment.

d) Any soil material which is required to be removed from within 30 metres of a New Zealand Kauri, or any Elm material or soil from the root zone of any Elm tree, shall remain on site, or be transported to a landfill site (which is not a transfer station) and buried within the ground as a controlled bury.

e) Where any material for the purposes of condition 3A(d) is to be loaded onto the back of an open top vehicle, the material shall be covered with a tarpaulin (or similar cover) to prevent the soil from leaving the vehicle whilst it is in motion. The tarpaulin (or similar cover) must be buried with the soil material. After the material has been emptied from the vehicle, the areas of the vehicle which were exposed to the material shall be washed with Trigene (or any other suitable agent) and all loose soil material removed to the satisfaction of the Nominated Arborist.

Pre-Construction Conditions

4 Network Utility Operators

4.1 Under s 176(1)(b) of the Resource Management Act 1991 (RMA) no person may do anything in relation to the designated land that would prevent or hinder the Redoubt Road - Mill Road Corridor Project, without the prior written consent of the Requiring Authority.

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

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

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

a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Corridor Project was served on Auckland Council (24 October 2014); or
b) Undertaken in accordance with this condition or the section 176(1)(b) RMA process.

5 Network Utility Operator Liaison

5.1 The Requiring Authority and its contractor shall:

a) Work collaboratively with Network Utility Operators during the development of the further design for the Redoubt Road - Mill Road Corridor Project to provide for the ongoing operation and access to Network Utility operations;
b) Undertake communication and consultation with Network Utility Operators as soon as reasonably practicable, and at least once prior to construction timing being confirmed and construction methodology, and duration being known; and
c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP(s) (Condition 18) and DWPs in relation to management of adverse effects on Network Utility Operations.

6 **Mana Whenua Consultation**

6.1 Within three months of the confirmation of the designations the Requiring Authority shall provide a process for on-going consultation and input of mana whenua into the design and construction of the Redoubt Road - Mill Road Corridor Project.

6.2 The frequency of meetings shall be agreed between the Requiring Authority and mana whenua.

6.3 The role of mana whenua as part of the on-going consultation includes (but is not limited to) the following:

a) Input into the preparation of the Urban Design and Landscape DWP, Ecological Management and Restoration DWP, Social Impact and Business Disruption DWP and Construction Environmental Management Plan (CEMP(s)) required by these conditions;
b) Recommending a Māori name for the new road associated with the project;
c) Input into the urban design and landscape design associated with the project, including to incorporate pou or artistic features where the project crosses waterways;
d) Involvement of mana whenua in removal and or replanting of any native tree species, or any on-going maintenance that may be required, and provision for use of any removed native vegetation for customary purposes;
e) Working collaboratively with the Requiring Authority around archaeological matters;
f) Undertaking kaitiakitanga responsibilities associated with the Mill Road Corridor Project, including ceremonial, monitoring/surveying of native flora and fauna, pest and weed

control, assisting with discovery protocols and Accidental Discovery Protocols, and providing mātauranga Māori input in the relevant stages of the Project;

g) Input into any matters requiring consultation with mana whenua under these NoR conditions; and

h) Any other matters agreed between the Requiring Authority and mana whenua, for example, matters arising from the views, aspirations or recommendations set out in the MVAs and CVA.

6.4 Mana whenua may provide written reports to the Requiring Authority in relation to any of the matters in Condition 6.3. The Requiring Authority must consider these reports and identify how any suggestions have been incorporated in the Redoubt Road - Mill Road Corridor Project in respect of the matters in Condition 6.3.

6.5 Mana whenua may in addition to the foregoing, at their choice, participate in the Community Liaison Group, refer Condition 15.3.

Construction Conditions

7 Management Plan and Outline Plan Requirements

7.1 Prior to commencing any works pursuant to these designations the Requiring Authority shall submit an Outline Plan (or Outline Plans) to the Auckland Council for the construction of the Redoubt Road - Mill Road Corridor Project in accordance with section 176A of the RMA. The Outline Plan(s) shall include:

a) The Stakeholder Engagement Plan(s) (SEP - Condition 15);
b) The Construction Environmental Management Plan (CEMP(s));
c) Delivery Work Plans (DWPs) (where relevant); and
d) Any other information required by the conditions of this designation associated with the construction of the Redoubt Road - Mill Road Corridor Project.

7.2 Prior to submitting any Outline Plan to Auckland Council the Requiring Authority shall engage suitably qualified independent specialists approved by the appropriate Auckland Council representative (or representatives) to form Independent Peer Review Panels relevant to the SEP, CEMP and the following DWPs:-

a) Historic Heritage;
b) Urban Design and Landscape;
c) Social Impact and Business Disruption;
d) Ecological and Arboricultural Management.

7.3 The purpose of the Independent Peer Review Panels is to undertake a peer review of the SEP, CEMP(s) and DWPs and to provide recommendations on whether changes are required to the SEP, CEMP(s) and DWPs in order to meet the objective and other requirements of these conditions, including the matters prescribed as being required in the conditions to be given regard to when preparing the SEP, CEMP(s) and DWPs. This shall include reference to all documentation referred to in Condition 1 and in addition the relevant Council Specialist Review reports submitted at the NoR hearing.

7.4 The SEP, CEMP(s) and DWPs must clearly document all comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in proximity parties, along with a clear explanation of where any comments have not been incorporated, and the reasons why not. This information must be included in the SEP, CEMP(s) and DWPs provided to both the Independent Peer Review Panels and Auckland Council as part of this condition.

7.5 The SEP, CEMP(s) and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the Independent Peer Review Panels have been incorporated, and, where they have not, the reasons why not.

7.6 In reviewing an Outline Plan(s) submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer reviews undertaken in accordance with this condition.

7.7 The Requiring Authority may choose to give effect to the designation conditions associated with the construction of the Redoubt Road - Mill Road Corridor Project:

a) Either at the same time or in parts; and
b) By submitting one or more:

i) Outline Plan of Works;
ii) Stakeholder Engagement Plans;
iii) CEMPs; and
iv) DWPs.

7.8 These plans should clearly show how the part given effect to integrates with adjacent Mill Road corridor construction works and interrelated activities.

7.9 All works shall be carried out in accordance with the Outline Plan(s), SEP, CEMP(s) and DWPs required by this Condition 7.

8 Availability of Plan(s)

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

a) CEMP(s);
b) DWPs; and
c) Stakeholder Engagement Plan.

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

9 Monitoring of Construction Conditions

9.1 The Requiring Authority and its contractor team shall seek to establish and implement a collaborative working process with Auckland Council dealing with day to day construction processes, including monitoring compliance with the designation conditions and with the CEMP(s) and DWPs and any material changes to these plans associated with construction of the Redoubt Road - Mill Road Corridor Project.

a) This collaborative working process shall operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council;
b) Have a “key contact” person representing the Requiring Authority and a “key contact” person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s);
c) The “key contacts” shall be identified in the CEMP(s) and shall meet at least monthly unless a different timeframe is agreed with the Auckland Council Consent Monitoring Officer(s). The purpose of the meeting is to report on compliance with the designation conditions and with the CEMP(s), DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.

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

a) Assist as necessary the Auckland Council Consent Monitoring officer(s) to confirm that:

i) The works authorised under these designations are being carried out in compliance with the designation conditions, the CEMP and DWPs and any material changes to these plans;
ii) The Requiring Authority and its contractor are undertaking all monitoring and the recording of monitoring results in compliance with the requirements of the CEMP(s) and DWPs and any material changes to these plans.

b) Subsequent to a confirmed Outline Plan, provide a mechanism through which any changes to the design, CEMP(s) or DWPs, which are not material changes triggering the requirement for a new Outline Plan, can be required, provide input into and confirmed;

c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP(s) or DWP;
d) Review and identify any concerns or complaints received from, or related to, the construction works monthly (unless a different timeframe is mutually agreed with the Auckland Council Consent Monitoring officer) and adequacy of the measures adopted to respond to these.

Social Impact Management Plan (SIMP), Construction Environmental Management Plan (CEMP) and Delivery Work Plans (DWPs)

10 Preparation, Compliance and Monitoring

10.1 The objective of the CEMP(s) and DWPs is to so far as is reasonably practicable, avoid, remedy or mitigate any adverse effects associated with the Redoubt Road - Mill Road Corridor Project. The objectives of a SIMP are as set out in Condition 11.1.

10.2 All works must be carried out in accordance with the CEMP(s), the DWPs required by these conditions and in accordance with any changes to plans made under Condition 10.7.

10.3 The CEMP(s) and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Redoubt Road - Mill Road Corridor Project.

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

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

10.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Redoubt Road - Mill Road Corridor Project, it shall meet reasonable and direct costs of implementing such mitigation measures.

10.7 The CEMP(s) and DWPs shall be reviewed as a result of a material change to the Redoubt Road - Mill Road Corridor Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

a) Compliance with designation conditions, the CEMP(s), DWPs and material changes to these plans;
b) Any changes to construction methods;
c) Key changes to roles and responsibilities within the Redoubt Road - Mill Road Corridor Project;
d) Changes in industry best practice standards;
e) Changes in legal or other requirements;
f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction;
g) Any comments or recommendations received from Auckland Council regarding the CEMP(s) and DWPs; and
h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 16.

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

Social Impact Management Plan

11 Submission of Social Impact Management Plan(s)

11.1 The Requiring Authority shall engage a suitably qualified specialist to prepare a Social Impact Management Plan (SIMP). The objectives of a SIMP are:

a) To set out the Requiring Authority's commitments to mitigate and manage adverse social impacts and to enhance identified benefits to communities and other stakeholders during construction and operation of the Project;
b) To define the measures to be undertaken to avoid, remedy or mitigate adverse effects and ensure the realisation of the intended benefits of the Project through the Social Impact and Business Disruption DWP;
c) To monitor and review the effectiveness of measures designed to mitigate and manage adverse social impacts and those designed to realise the identified benefits to communities and other stakeholders during the construction and operation of the Project;
d) To identify possible remedies if measures to mitigate and manage adverse effects and to realise benefits fail to achieve anticipated outcomes;
e) To monitor and review the engagement with affected and interested parties undertaken through the Stakeholder Engagement Plan (Condition 15); and
f) To specify the required actions to be undertaken through the Social Impact and Business Disruption DWP and provide the mechanism for the on-going review of that DWP.

11.2 In addition to action plans containing social mitigation and management strategies required under the Social Impact and Business Disruption Delivery Work Plan (Condition 13), a SIMP must include:
a) A review of the social environment at the time of construction start;
b) Confirmation of potential social impacts as they exist at the time of construction and how these have changed since the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1;
c) A programme to monitor and review the effectiveness of impact mitigation and management strategies from the confirmation of the Designation through the construction and implementation of the project;
d) A Stakeholder Engagement Strategy that includes action plans and mechanisms to ensure engagement processes, including those relevant to Conditions 14 – 17 and all DWPs, are integrated; and
e) Means to document and review the key stakeholders and their interest in the project; and actions, outcomes, and mechanisms to support reviews of the SIMP.

11.3 When developing a SIMP the Requiring Authority must:
a) Undertake engagement to provide opportunities for input from affected and interested parties (as defined in Condition 15.4c);
b) Through the suitably qualified specialist, identify the suite of methods that might be used, as far as reasonably practicable, to avoid, remedy or mitigate social impacts, including, but not limited to, the following specific issues:
    i) access for residents, community facilities and businesses as a result of construction activities;
    ii) loss of amenity for residents, community services and businesses as a result of construction activities; and
    iii) the benefits for the community identified in the SIA might be realised.
c) Take into consideration the increased demands and cumulative effects placed on stakeholders and communities to participate in consultative processes in the project area;
d) Document engagement undertaken and the views and concerns expressed by this engagement; matters and measures to be monitored identified by the affected and interested parties along with a clear explanation of where any matters or measures have not been incorporated and why not;
e) Prepare a draft SIMP for peer review by suitably qualified independent specialists approved by the appropriate Auckland Council representative, and then submit to

Auckland Council for any further comment. Prior to submission of the first Outline Plan, incorporate any recommended changes into a final SIMP, along with a clear explanation of where any recommendations have not been incorporated and why not.

11.4 The Requiring Authority shall:-

a) Submit to the Auckland Council an annual progress report within one year of the of the submission of the SIMP and every year following until construction is complete; and

b) Submit to the Auckland Council a review of the SIMP prior to the submission of any new Outline Plan and prior to the commencement of a new construction stage of the project. This review is to include a record of the further engagement undertaken (including engagement with the Community Liaison Group) and the views and concerns expressed by this engagement.

11.5 On receipt of the documentation required by Condition 11.4 the Council may (at its discretion) require a further peer review by a suitably qualified independent specialist approved by the appropriate Auckland Council representative. Following any peer review a revised SIMP is to be submitted, along with a clear explanation of where any recommendations have not been incorporated and why not.

Social Impact and Business Disruptions

12 Property Management

12.1 The Requiring Authority will ensure the properties acquired for the Redoubt Road - Mill Road Corridor Project are appropriately managed so they do not deteriorate and adversely affect adjoining properties and the surrounding area.

13 **Social Impact and Business Disruption DWP**

13.1 The Requiring Authority shall prepare a Social Impact and Business Disruption DWP for each part (stage) of the project. The objective of the Social Impact and Business Disruption DWP is to avoid, remedy or mitigate the adverse effects arising from disruption to businesses, residents and community services/facilities so far as reasonably practicable by:

a) Setting out the specific methods to be adopted in managing the identified social impacts in the construction phase, as identified in the SIMP (Condition 11);

b) Encouraging on-going participation and engagement in the process of impact identification and management;

c) Maximising the project's positive social impacts and contributions to the development of strong and sustainable communities; and

d) Monitoring the effectiveness of mitigation strategies.

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

a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated;

b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated; and

c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP(s) and other DWPs.

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

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

13.4 The Social Impact and Business Disruption DWP shall include:

a) Identification of the specific methods proposed for mitigation of social effects, including those identified in the SIMP;
b) A record of the consultation undertaken with the community including specific access and operational requirements of individual businesses and residents including, if relevant, consultation on the necessity for, and the feasibility of, options and requirements for temporary relocation during construction and/or assistance for relocation);
c) An implementation plan of the methods to mitigate the disruption effects (as developed in Condition 13.3 above);
d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP);
e) Cross reference to detail on how the CEMP(s) and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity;
f) Details of on-going consultation with the local community through the Community Liaison Group(s) to provide updates and information relating to the timing for project works and acquisition (Condition 15);
g) Details of on-going consultation with iwi (Condition 6); and
h) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).

13.5 The Social Impact and Business Disruption DWP shall be implemented and complied with for the duration of the construction of the Redoubt Road - Mill Road Corridor Project and for up to 12 months following the completion of the Project if required.

Stakeholder Engagement

14 Contact Person

14.1 The Requiring Authority shall make a contact person available for the duration of construction for public enquiries on the construction works, including for out-of-hours emergencies.

15 **Stakeholder Engagement Plan(s)**

15.1 The objective of a Stakeholder Engagement Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the affected and interested parties prior to and during the construction of the Redoubt Road - Mill Road Corridor Project.

15.2 The Requiring Authority shall prepare a Stakeholder Engagement Plan (or Plans should the project be staged) which shall be implemented and complied with for the duration of the Redoubt Road - Mill Road Corridor Project beginning once the designation has been granted.

15.3 A Stakeholder Engagement Plan shall identify a Community Liaison Group (including its membership and processes), and all relevant affected party and affected in proximity stakeholders and set out how the Requiring Authority will:

a) At regular intervals after the designation has been confirmed, provide progress updates (even if no construction activities are planned), by way of letters, adverts, community noticeboards and/or other means;
b) Involve and inform the Community Liaison Group and other parties of the on-going planning for the project, construction activities and constraints that could affect them;
c) Provide early information on key Project milestones;
d) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in proximity parties regarding the development (as part of the review process provided by Condition 10.7) and implementation of the CEMP(s) or DWPs; and
e) Respond to queries and complaints including but not limited to:

i) Who is responsible for responding;
ii) How responses will be provided; and
iii) The timeframes that responses will be provided within.

15.4 A Stakeholder Engagement Plan shall as a minimum include:

a) A communications framework that details the Requiring Authority's communication strategies, the frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters;
b) The Stakeholder Engagement Manager for the Project including their contact details (phone, email and postal address);
c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:

i) All property owners and occupiers within the designation footprint;
ii) All property owners and occupiers in proximity to the works as defined in the SIMP (and including the Primary Impact Area identified in Appendix Q of the SIA report);
iii) Network Utility Operators, including the process:

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

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

·For obtaining any supplementary authorisations (including but not limited to resource consents (including those required under a National Environmental Standard) and easements);

·For inspection and final approval of works by Network Utility Operators; and

·For implementing Conditions 4, 18, 19, and 20 of this designation in so far as they affect Network Utility Operations;

iv) Any other stakeholder who identifies themselves as having a relevant interest in the work.

d) How stakeholders will be informed of the progress of planning for the project, notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints;

e) Methods for communicating in advance to surrounding communities which must be notified at least 24 hours in advance where construction activities are predicted to:

i) Exceed the noise limits (refer Condition 24); or
ii) Exceed a vibration limit (refer Conditions 25 and 26).

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

g) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Conditions 6 and 33);

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

j) Methods for communicating and consulting with affected and interested parties in the delivery of mitigation measures identified in the Social Impact Assessment as lodged in the environmental assessment reports referred to in Condition 1.

16 **Concerns and Complaints Management**

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

a) Identify the nature of the concern or complaint, and the location, date and time of the alleged event(s);
b) Acknowledge receipt of the concern or complaint within 24 hours of receipt;
c) Respond to the concern or complaint in accordance with the relevant management plan which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

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

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

16.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the "key contacts" (see Condition 9).

16.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt

with and addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required. Upon receiving records of the complaint the Auckland Council Compliance Monitoring Officer must determine whether a review of the CEMP(s) and/or DWPs is required under Condition 10 to address this complaint. The Auckland Council Compliance Monitoring Officer shall advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

17 **"One Network" Consultation**

17.1 The Requiring Authority and its contractor shall work collaboratively with the New Zealand Transport Agency (NZTA) during the preparation of the Transport, Access and Parking DWP (Condition 21) in relation to confirming the management of adverse transport effects on the road network. A record of this consultation and outcomes shall be included in the Traffic, Access and Parking DWP. The Requiring Authority shall consult with the NZTA throughout the duration of construction on any changes or updates to the Traffic, Access and Parking DWP which relate to the management of the road network.

Construction Environmental Management Plan (CEMP)

18 CEMP Requirements

18.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall provide the following details:

a) Notice boards that clearly identify the Requiring Authority and the Project name, together with the name, telephone number and email address of the Site or Project Manager and the Communication and Consultation Manager;
b) The site or Project Manager and the Stakeholder Engagement Manager (who will implement and monitor the Stakeholder Engagement Plan), including their contact details (phone, email and physical address);
c) The Document Management system for administering the CEMP(s), including review and Requiring Authority / Constructor / Auckland Council requirements;
d) Training requirements for employees, sub-contractors and visitors on construction procedures, environment management and monitoring;
e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 9, 12 and 20;
f) Environmental incident and emergency management procedures;
g) Environmental complaints management procedures;
h) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction;
i) Specific details on demolition to be undertaken during the construction period;
j) Means of ensuring the safety of the general public; and
k) Methods to assess and monitor potential cumulative adverse effects.

19 CEMP Construction Works Requirements

19.1 In order to give effect to the objective in Condition 10.1, the CEMP(s) shall include the following details and requirements in relation to all areas within the designation footprint where construction works are to occur, and / or where materials and construction machinery are to be used or stored:

a) Where access points are to be located and procedures for managing construction vehicle ingress and egress to construction support and storage areas;
b) Methods for management of construction activities adjacent to buildings and structures and land adjoining the designation, including incorporating the findings of further geotechnical subsurface investigations particularly, but not exclusively, between CH 3000 to CH 5200;
c) Measures to adopt to keep the construction area in a tidy condition in terms of disposal / storage of rubbish and storage unloading of construction materials (including

equipment). All storage of materials and equipment associated with the construction works shall take place within the boundaries of the designation;

d) Measures to ensure all temporary boundary / security fences associated with the construction of the Redoubt Road - Mill Road Corridor Project are maintained in good order with any graffiti removed as soon as possible;

e) The location and specification of any temporary acoustic fences and visual barriers, and where practicable, opportunities for mana whenua (see Condition 6) and community art or other decorative measures along with viewing screens to be incorporated into these without compromising the purpose for which these are erected;

f) How the construction areas are to be fenced and kept secure from the public and, where practicable and without compromising their purpose how opportunities for public viewing, including provision of viewing screens and display of information about the project and opportunities for mana whenua and community art or other decorative measures can be incorporated to enhance public amenity and connection to the project;

g) The location of any temporary buildings (including worker's offices and portaloos) and vehicle parking (Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas;

h) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances;

i) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable;

j) Methods for management of vacant areas once construction is completed with the Urban Design and Landscape DWP.; and

k) Methods for managing the control of silt and sediment within the construction area including details regarding how and where erosion and sediment control measures will be designed, installed, maintained, inspected and decommissioned in order to reduce erosion and sedimentation effects to the greatest extent reasonably practicable.

20 Network Utilities

20.1 The purpose of this section of the CEMP(s) shall be to ensure that the construction of the Mill Road corridor adequately takes account of, and includes measures to address the safety, integrity, protection or, where necessary, relocation of existing network utilities that traverse, or are in close proximity to, the designation during the construction of the Redoubt Road - Mill Road Corridor Project.

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

a) In place at the time the notice of requirement for the Redoubt Road - Mill Road Project was served on Auckland Council (24 October 2014); or

b) Undertaken in accordance with condition 4 of this designation or the section 176(1)(b) RMA process.

20.3 To manage the adverse effects on Network Utilities Operations during the construction of the Redoubt Road - Mill Road Corridor Project, the CEMP(s) shall be prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Redoubt Road - Mill Road Corridor Project. The CEMP(s) shall include as a minimum:

a) Cross references to the Stakeholder Engagement Plan for the methods that will be used to liaise with all Network Utility Operators who have existing network utilities that traverse, or are in close proximity to, the designation;

b) Measures to be used to accurately identify the location of existing Network Utilities, and the measures for the protection, support, relocation and/or reinstatement of existing Network Utilities;

c) Methods to be used to ensure that all construction personnel, including contractors, are aware of the presence and location of the various existing Network Utilities (and their priority designations) which traverse, or are in close proximity to, the designation, and the restrictions in place in relation to those existing Network Utilities. This shall include:

   i) Measures to provide for the safe operation of plant and equipment, and the safety of workers, in proximity to existing Network Utilities;
   ii) Plans identifying the locations of the existing Network Utilities (and their designations) and appropriate physical indicators on the ground showing specific surveyed locations.

d) Measures to be used to ensure the continued operation of Network Utility Operations and the security of supply of the services by Network Utility Operators at all times;

e) Measures to be used to enable Network Utility Operators to access existing Network Utilities for maintenance at all reasonable times on an ongoing basis during construction, and to access existing Network Utilities for emergency and urgent repair works at all times during the construction of the Redoubt Road - Mill Road Corridor Project ;

f) Contingency management plans for reasonably foreseeable circumstances in respect of the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;

g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Redoubt Road - Mill Road Corridor Project;

h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilisation measures), for earthworks in close proximity to existing Network Utilities;

i) Vibration management and monitoring for works in close proximity to existing Network Utilities;

j) Emergency management procedures in the event of any emergency involving existing Network Utilities;

k) The process for providing as-built drawings showing the relationship of the relocated Network Utilities to the Redoubt Road - Mill Road Corridor Project to Network Utility Operators and the timing for providing these drawings;

l) A summary of the consultation (including any methods or measures in dispute and the Requiring Authorities response to them) undertaken between the Requiring Authority and any Network Utility Operators during the preparation of the CEMP(s);

m) Measures to appropriately manage the effects of dust, and any other material potentially resulting from construction activities, that may cause material damage, beyond normal wear and tear, to National Grid transmission lines or support structures;

n) Measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any National Grid support structures; and

o) Measures to ensure that all land use activities, including - any temporary buildings/ structures, earthworks (filling and excavations), fencing, operation of mobile plant and/ or persons working near National Grid assets, comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001) or any subsequent revision of the code.

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

Transport, Access and Parking

21 General Transport, Access and Parking

21.1 A Transport, Access and Parking DWP shall be prepared by an appropriately qualified and experienced specialist to manage the adverse effects of construction of the Redoubt Road - Mill Road Corridor Project, or any part of it, on the transport network.

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

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

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

a) The road routes which are to be used by construction related vehicles, particularly trucks to transport construction related materials, equipment, spoil, including how the use of these routes by these vehicles will be managed to mitigate congestion, and to the greatest extent possible, avoid adverse effects on residential zoned land and education facilities;
b) Transport route options for the movement of construction vehicles carrying spoil, bulk construction materials or machinery shall be identified and details provided as to why these routes are considered appropriate routes. In determining appropriate routes, construction vehicles carrying spoil, bulk construction materials or machinery shall as far as practicably possible only use roads that:
    i) Form part of the regional arterial network;
    ii) Are overweight / over dimensioned routes.
c) Where other routes are necessary (other than those roads identified in b above), the Transport, Access and Parking DWP shall identify any residential zoned land and education facilities and shall provide details on how adverse effects from these vehicle movements are to be mitigated through such measures as:
    i) Stakeholder Engagement (in accordance with Condition 15 of this designation) with these properties in advance of the vehicle movements occurring;
    ii) Restricting vehicle movements on Monday to Friday to between 9.30am and 3.30pm, and on Saturday to between 9am and 2pm.
d) Proposed temporary road lane reductions and / or closures, alternative routes and temporary detours, including how these have been selected and will be managed to mitigate congestion as far as practicably possible and how advance notice will be provided;
e) How disruption to the use of private property will be mitigated through:
    i) Ensuring pedestrian and cycle access to private property is retained at all times;
    ii) Providing vehicle access to private property as far as practicably possible at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure; and
    iii) How the loss of any private car parking will be mitigated through alternative car parking arrangements.
f) Where an affected party unexpectedly finds their vehicle blocked in as a result of a temporary closure, the Requiring Authority shall (within reasonable limits) offer alternative transport such as a taxi, rental car, or other alternative. For the purposes of these Designation Conditions “temporary closure” is defined as the following:
    i) In place for less than six hours, the Requiring Authority shall communicate and consult on the closure at least 24 hours in advance, but is not required to offer

or provide alternative parking arrangements, though it may choose to offer this on a case by case basis in consultation with the affected party; and

ii) in place for between six and 72 hours, the Requiring Authority shall communicate and consult on the closure at least 72 hours in advance, and

iii) will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.

g) How disruption to use of the road network will be mitigated for emergency services, public transport, bus users, taxi operators, freight and other related vehicles, pedestrians and cyclists through:

i) Prioritising, as far as practicably possible, pedestrian and public transport at intersections where construction works are occurring;

ii) Relocating bus stops to locations which, as far as practicably possible, minimise disruption; and

iii) Identifying alternate heavy haul routes where these are affected by construction works.

iv) Cross references to the specific sections in the Stakeholder Engagement Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.

22 Monitoring of Transport Network Congestion

22.1 To achieve the objective of Condition 21.2(a), the Requiring Authority will undertake monitoring of the transport network through traffic surveys and implement additional mitigation measures as required to manage congestion to achieve the best practicable option.

22.2 The purpose of the traffic survey is to monitor congestion on the transport network by measuring average delays for traffic travelling along specified routes. The surveyed times are to be measured as:

a) The average times over the two hour morning or evening peak period; and

b) Inter-peak.

22.3 The Requiring Authority shall carry out a traffic survey exercise within six months of the start of construction and once every six months (or following any significant change in the road layout) at the following times:

a) The two hour morning or evening peak period; and

b) Inter-peak for the duration that construction of the Redoubt Road -Mill Road Corridor Project is occurring.

22.4 Surveys shall be carried out over a two week period, and generally on one “neutral” working day (i.e. Tuesday, Wednesday or Thursday) along each route specified in the Transport, Access and Parking DWP. If a congestion incident occurs (such as an accident) during the survey period the surveys shall be retaken as they will be considered unrepresentative.

22.5 Traffic surveys for comparison purposes shall also be conducted six months prior to construction of the Mill Road corridor to establish a baseline of existing transport congestion.

23 Road Design/Layout

23.1 All lane widths, including cycle lanes, shall have regard to the Auckland Transport Code of Practice (or any successive/renamed publication) for the proposed speed environment.

23.2 When the section on Hilltop Road is constructed as part of the project, a footpath is to be constructed between the Redoubt Road footpath and the existing footpath on Hilltop Road.

23.3 All redundant infrastructure (such as street furniture, footpaths, kerb and channel, road signs and pavement) on the portion of roads that are closed are to be physically removed and replaced with appropriate landscape treatment.

23.4 Where feasible and safe, pedestrian and cycle connections are to be installed from newly formed cul-de-sac heads to the new road network.

23.5 Where road gradients are less than 0.5%, provision is to be made to ensure ponding does not occur, as per the Auckland Transport Code of Practice.

23.6 Following the completion of the Redoubt Road – Mill Road corridor project, Auckland Transport is to undertake regular assessments of whether the installation of a priority lane is required against the criteria of the Code of Practice, or subsequent documents. These assessments are to be undertaken at two-year intervals until such time as a priority lane is installed.

Unless there is an operational or design requirement the priority measures (transit lanes and /or bus lanes) shall be implemented within the kerbside traffic lane.

23.7 At the time NoR 2 is constructed the Requiring Authority shall consider providing traffic signals at the intersections of Thomas Road, Hodges Road and Murphys Road; and Murphys Bush Scenic and Murphys Road. In making its decision the Requiring Authority shall consider:

(a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;

(b) The impact of traffic flows along Murphys Road;

(c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists; and

(d) The interests of stakeholders.

23.8 At the time NoR 3 is constructed the Requiring Authority shall consider providing traffic signals rather than roundabouts at the intersections of Alfriston Road and Mill Road and Ranfurly Road and Mill Road. In making its decision the Requiring Authority shall consider:

a) The extent of existing and likely further demand for signals as a result of urban development in the immediate and wider area;

b) The impact of traffic flows along Mill Road;

c) The safety and efficiency of the intersections including the safety of pedestrians and cyclists; and

d) The interests of stakeholders and affected landowners, including Alfriston School.

Noise and Vibration

24 Project Standards – Construction Noise

24.1 Construction Noise shall, as far as is practicable, comply with NZS 6803:1999 Acoustics – Construction Noise, specifically the following criteria:

a) Residential receivers

	Time	**dB $L_{Aeq(T)}$**	**dB L_{Amax}**
Weekdays	0630-0730	55	75
	0730-1800	70	85
	1800-2000	65	80
	2000-0630	45	75
Saturdays	0630-0730	45	75
	0730-1800	70	85
	1800-2000	45	75
	2000-0630	45	75
Sundays and Public Holidays	0630-0730	45	75
	0730-1800	55	85
	1800-2000	45	75
	2000-0630	45	75

b) Industrial and commercial receivers

Time	dB $L_{Aeq(T)}$
0730-1800	70
1800-0730	75

Note: "(T)" is a representative assessment duration between 10 and 60 minutes.

24.2 Sound levels shall be measured and assessed in accordance with the provisions of NZS 6803:1999 Acoustics – Construction Noise.

25 Project Standards – Construction Vibration

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

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

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

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

26 Project Standards - Construction Vibration (Amenity)

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

a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and

b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms).

26.2 The limits in Condition 26.1 shall only be investigated and applied upon the receipt of a complaint from any building occupant. They shall not be applied where there is no concern from the occupant of the building

27 Construction Noise and Vibration DWP

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

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

27.2 The Construction Noise and Vibration DWP shall:

a) Adopt the noise and vibration standards for construction set out in Conditions 24, 25 and 26 of these designations;
b) Identify the best practicable option to avoid, remedy or mitigate adverse effects on a receiver resulting from construction noise or vibration that does not comply with the project standards set out in conditions 24, 25 and 26;
c) Identify measures to ensure that construction activities do not result in ground instability that would likely damage or undermine the structural integrity of any neighbouring structures; and
d) Identify methods to achieve best practicable option for mitigating adverse effects in accordance with section 17 of the RMA.

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

a) The roles and responsibilities of the noise and vibration personnel in the contractor team with regard to managing and monitoring adverse noise and vibration effects;
b) That piling and road cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday;
c) Construction machinery and equipment to be used and their operating noise levels;
d) Identification of construction activities that are likely to create adverse noise and vibration effects, the location of these in the construction site areas, and the distance to comply with the Project Criteria in Conditions 24, 25 and 26;
e) The timing of construction activities that are likely to create an adverse noise and vibration effect;
f) The proximity of neighbouring noise and vibration sensitive areas;
g) The process of community liaison;
h) Specific training procedures for construction personnel including:

   i) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration areas; and
   ii) Construction machinery operation instructions relating to mitigating noise and vibration;

i) Methods and measures to mitigate adverse noise and vibration effects including, but not limited to, structural mitigation such as barriers and enclosures, the scheduling of high noise and vibration construction, use of low noise and vibration machinery, temporary relocation of affected receivers or any other measures or offer agreed to by the Requiring Authority and the affected receiver;
j) The proposed methods for monitoring construction noise and vibration to be undertaken by a suitably qualified person for the duration of construction works including:

   i) Updating the predicted noise and vibration contours based on the final design and construction activities;
   ii) Confirm which buildings are to be subject to a pre and post building condition survey in accordance with Condition 30;
   i) Identifying appropriate monitoring locations for receivers of construction noise and vibration;
   iv) Procedures for working with the Stakeholder Engagement Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources;
   v) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer; and
   vi) Procedures for how works will be undertaken should they be required as a result of the building condition surveys;

k) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how landowners and occupiers are to be communicated with around noise and vibration effects.

Historic Heritage

28 Historic Heritage

28.1 The Requiring Authority shall employ a suitably experienced historic heritage specialist ('Nominated Heritage Expert')' to prepare and implement a Historic Heritage DWP(s).

28.2 For each stage a survey shall be undertaken and included in the Historic Heritage DWP(s). The purpose of the survey is to identify historic heritage (as defined under the RMA 1991) and the actual and potential effects of the proposed activity on historic heritage within the Designation footprint or which may otherwise be directly affected by the Project. This will involve detailed site survey of private property within the proposed corridor route to verify the location and confirm the significance of archaeological and other heritage sites identified in the archaeological report prepared by Clough and Associates and any previously unrecorded sites, and the adverse effects on those places. Subject to the agreement of property owners in areas outside the Designation footprint proper, the survey is to include (but will not necessarily be limited to):

a) The road berm and other unmodified ground at 21-25 Redoubt Road, where evidence relating to the St Johns Redoubt may still survive;

b) The area within the designation footprint in the vicinity of the house at 236 Redoubt Road, which may be the location of an unrecorded historic farmstead;

c) The area within the designation footprint in the vicinity of the house at 140 Ranfurly Road, which may be an unrecorded historic farmstead;

d) The area in the vicinity of 1348 Alfriston Road (the Meeting House);

e) The area in the vicinity of 1345 Alfriston Road (Bodle Homestead and Store);

f) The access to 125 Murphys Road and adjacent farm boundary;

g) The Murphys Road frontage of Pt Lot 1 DP69592; and

h) Any new archaeological remains discovered during the field survey.

28.3 The objective of the Historic Heritage DWP(s) is to avoid, remedy or mitigate adverse effects on known and any as yet unrecorded historic heritage that may result from construction of the Redoubt Road - Mill Road Corridor Project or any part of it, as far as reasonably practicable.

28.4 The Historic Heritage DWP(s) shall as a minimum, include the following:

a) Identification and methodology for recording and documenting all Built Heritage and archaeology directly affected by the construction, or associated pre- and post-construction.

b) Specific consideration of the following:

i) At the western end of NoR 1 Section 1a in the vicinity of St John's Redoubt (R11/534), a scheduled item on the PAUP schedule of Significant Historic Heritage Places (No. 1271);

ii) At 135 Redoubt Road, 1947 house CHI 19900;

iii) On NoR 3 Sections 4d and 5 at the intersection of Mill Road and Alfriston Road. This area of Mill Road was the centre of the Alfriston community in the mid-late 19th century and early 20th century and several historic buildings and sites of former buildings are recorded here. Two of these sites – R11/2074 Alfriston Meeting Hall (The Meeting House), R11/2069 Bodle Homestead and Post Office/Store site are located within Section 4d and Section 5 of NoR 3. Both will be affected by the proposed corridor route;

iv) At 125 Murphys Road, a 19th century homestead R11/2975;

v) At the intersection of Murphys Road and Flat Bush School Road where R11/2745 Stancombe Road Cottage or Baverstock School House, CHI 2776 and the former Old Flat Bush School are located; and

vi) The results of the survey required to be undertaken under Condition 28.2.

c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an authority to modify any archaeological sites or built heritage (see Advice Notes - AN1);

d) How Built Heritage buildings and structures will be protected during construction:

i) Through the use of screening or other protective measures to mitigate adverse construction effects;

ii) Through proposed methods for monitoring building damage, to be overseen by the Nominated Heritage Expert or Nominated Conservation Architect for the duration of construction works; and

iii) By confirming which Built Heritage buildings and structures are to be subject to a pre and post building condition survey and how mitigation or rectification of any damage will be addressed.

e) Identification of Built Heritage which may be directly affected by the works and whether that Built Heritage may:

i) Be adaptively reused;

ii) Be partially retained in design and construction;

iii) Have heritage elements that will be integrated into other elements of the Redoubt Road - Mill Road Corridor Project; or

iv) Have to be demolished.

f) How during the process of any adaptive reuse, modification or demolition the Nominated Heritage Expert will record the history of the place using building archaeological techniques.

g) Identification of areas of known archaeological evidence or locations where there is the potential for archaeological remains to be discovered and the procedures for:

i) Pre-earthworks archaeological investigations;

ii) Monitoring of preliminary earthworks;

iii) Recording any archaeological remains or evidence before it is modified or destroyed; and

iv) Opportunities for the conservation and preservation of artefacts and ecofacts (biological material) that are discovered.

h) A report of post-excavation assessment analysis, archiving, and updating of archaeological records to be submitted to the Auckland Council within 12 months of completion of earthworks.

i) Procedures for the accidental discovery of archaeological remains including:

i) The ceasing of all physical construction works in the immediate vicinity of the discovery;

ii) Practices for dealing with the uncovering of cultural or archaeological remains and the parties to be notified (including, but not limited to, appropriate iwi authorities, the Auckland Council Consents Monitoring officer, Heritage New Zealand, and the New Zealand Police (if koiwi (human skeletal remains) are discovered); and

iii) Procedures to be undertaken before physical works in the area of discovery can start again, including any iwi protocols, recording of sites and material, recovery of any artefacts, and consultation to be undertaken with iwi, Auckland Council Consent Monitoring officer and Heritage Unit, and with Heritage New Zealand.

j) Clearly defined constructor roles and responsibilities, stand-down periods and reporting requirements; and

k) Training procedures for all contractors, to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological sites or material, what these sites or material may look like, and the relevant provisions of the Heritage New Zealand Pouhere Taonga Act 2014 if any sites or material are discovered.

29 Designation 3 Historic Heritage – The Meeting House

29.1 The Requiring Authority shall use its best endeavours to relocate the Meeting House to a suitable alternative location preferably in the Alfriston area.

29.2 Until such time as the Meeting House is able to be relocated the Requiring Authority will:

a) use its best endeavours to obtain the approval of the relevant landowner for the Requiring Authority to carry out reasonable works to the Meeting House in its current location to ensure that the Meeting House is in a structurally sound and watertight condition; and

b) where landowner approval is obtained under condition 29.2(a), carry out the works described in condition 29.2(a) as soon as reasonably practicable.

29.3 Where the Meeting House is able to be made structurally sound and watertight and/or relocated:

a) The methods the Requiring Authority will use to ensure that the Meeting House is put into a sound and watertight condition;

b) What renovation works are required and how these will be carried out; and;

c) The outcome of any consultation carried out with Heritage New Zealand in relation to obtaining an archaeological authority to modify the site of the Meeting House (cross reference AN1).

29.4 Upon relocation of the Meeting House the Requiring Authority shall carry out reasonable renovation works to bring the Meeting House to a suitable standard to enable it be re- used for either private or public activities.

29.5 Where, after using its best endeavours to relocate the Meeting House either:

a) the relocation is found to not be practicable; or

b) Auckland Council does not agree to the relocation of the Meeting House, condition 28 will apply.

Building Condition Surveys

30 Process for Building Condition Surveys

30.1 Prior to construction of a stage a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by Auckland Transport based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it. Factors which may be considered in determining whether a building condition survey will be undertaken include:

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

30.2 Where prior to construction it is determined that a Building Condition Survey is required in accordance with Condition 30.1:

a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP(s);

b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report;

c) The Requiring Authority shall contact owners of those buildings and structures where a Building Condition Survey is to be undertaken to confirm the timing and methodology for undertaking a pre-construction condition assessment;

d) The Requiring Authority shall record all contact, correspondence and communication with owners and this shall be available on request for the Auckland Council Consent Monitoring Officer;

e) Should agreement from owners to enter property and undertake a condition assessment not be obtained within 3 months from first contact, then the Requiring Authority shall not be required under these designation conditions to undertake these assessments;

f) The Requiring Authority shall undertake a visual inspection during "active construction" if requested by the building owner where a pre-construction condition assessment has been undertaken;

g) The Requiring Authority shall develop a system of monitoring the condition of existing buildings which is commensurate with the type of the existing building and the proximity of the Redoubt Road - Mill Road Corridor Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building; and

h) The Requiring Authority shall, during the Building Condition Survey, determine whether the building is classified as Commercial / Industrial / School or a Historic or sensitive structure in terms of Condition 25.

30.3 During construction:

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

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

30.4 Following construction:

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

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

c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 30.3(b) or 30.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

Urban Design and Landscape

31 Urban Design and Landscape Principles

31.1 The Requiring Authority shall appoint a suitably qualified and experienced specialist (or specialists) to prepare an Urban Design and Landscape DWP(s). The objective of the Urban Design and Landscape DWP(s) is to enable the integration of the Redoubt Road - Mill Road Corridor Projects permanent works into the surrounding landscape and urban design context.

31.2 The Urban Design and Landscape DWP(s) shall show how the principles from the Urban Design & Landscape study have been used to guide and influence the design of permanent works associated with the Redoubt Road - Mill Road Corridor Project, and how the design has responded or otherwise to these principles and initiatives. For NoRs 2 and 3, the DWP(s) shall also show how the design of the permanent works responds to its landscape context existing and reasonably anticipated at the time of construction noting in particular the transition from a rural to urban context along Murphys Road and from Ranfurly Road through

to Alfriston Road. The DWP(s) shall detail the proposed urban design and landscape design theme to be adopted for the entire length of the corridor, or if the designation is to be staged, then the DWP shall show how that part to be given effect to integrates with the design theme for the corridor. The DWP(s) shall have regard to the following:

a) Views to the road from the surrounding urban and rural catchments (including dwellings and public open space areas). Manage and mitigate the adverse landscape and visual effects of earthworks, retaining and fencing structures via the engineering design, structure design and/or mitigation planting;

b) Ensure that the design approach is consistent with the Urban Design and Landscape Study, including the Landscape Concept Plans and corridor design. This should focus on the development of a comprehensive and coordinated landscape framework for the road corridor that:

   i. responds to the differing character areas, including reinforcing and integrating with existing important vegetation features (e.g. Murphys Bush, Cheesmans Bush (146 Mill Road)) and enabling longer range views where appropriate;

   ii. integrates stormwater management devices as high quality landscape features that contribute positively to the amenity of the local area;

   iii. encourages passive surveillance (where appropriate); and;

   iv. seeks to reinforce the landscape patterning of the area and integrates with adjacent bush and riparian plantings.

c) How and when the areas within the designation footprint used during the construction of the Redoubt Road – Mill Road Corridor Project are to be restored;

d) Show any vegetation to be retained, boundary fences and walls to be retained, new retaining walls, noise fences, areas of landscape/visual mitigation planting and ecological enhancement planting;

e) Show the proposed design, materials and colouring of fences (including acoustic fences);

f) Show the location and design of off-road walking and cycling tracks to be implemented as part of the Project;

h) Show the location and design details for gabion cages and retaining walls. Gabion and retaining structures shall be designed to form high quality landscape elements that contribute positively to the local area. In the case of the large scale retaining at the intersection of Murphys Road and Redoubt Road, the retaining structures should be designed to form a memorable and high quality gateway feature. Appropriate retaining wall finishes are likely to include scoria cladding, and decorative patterned and/or textured concrete finishes. Appropriate gabion cage materials are likely to include welded steel cage structures;

i) Show the location and design of all street lighting. Street lighting in NoR 3 shall be designed to minimise external light spill;

j) Show design details for bridge structures. Ensure bridges contribute positively to the identity of the local area. This is likely to include the consideration of the design, materiality and colour of balustrading, the base of the bridge and the bridge supports, to avoid the perception of a distinctly utilitarian engineered structure;

k) Show design details for stormwater wetlands including areas of landscape/visual mitigation planting and ecological enhancement planting;

l) Retaining walls on Murphys Road are the same or lesser than those shown on plans 60317081-SKE-30-0000-C-0065Rev A and 60317081-SHT-30-0000-CD-0118; and

m) The design creates an appropriate interface and access, for all road users to and from the Murphys Bush neighbourhood centre.

32 **Open Space Restoration Plans**

32.1 As part of the Urban Design and Landscape DWP, an Open Space Restorati on Plan or Plans (should construction of the corridor be staged) shall be prepared to outline how open space land occupied during construction which adjoins Auckland Council park/reserve land is to be reinstated / restored. This includes land occupied during construction that will be reinstated or replaced on completion of construction, for handover to Auckland Council.

32.2 The Open Space Restoration Plans shall be prepared in consultation with the Auckland Council Parks Department and Iwi. In the case of St Johns Redoubt, NZHPT and Department of Conservation shall also be consulted. The Open Space Restoration Plans shall include the following open spaces:

a) Totara Park Restoration Plan;
b) St Johns Redoubt;
c) Murphy's Bush; and
d) Ostrich Farm.

32.3 All Open Space Restoration Plans shall be prepared in general accordance with the CEMP(s) and DWP Plans, and shall include, but not be limited to, the following:

a) Details of any vehicle access to the reserves and parking areas.
b) In the case of Totara Park, details of:-

   i) The means by which any retaining structures facing the park will be designed or mitigated so that views from within the park maintain a rural or informal rather than built appearance; and
   ii) The reinstatement of mountain bike trails and bridle paths, including appropriate linkages to the park entry / exit points and the provision for continuing use of these facilities during the construction phase. The mountain bike trail layout shall be re-instated if approved by the Auckland Council Parks Department and developed in consultation with mountain biking clubs.

c) In the case of Murphys Bush, details of tree removal, works required within the dripline of trees and proposed replacement plantings;
d) The inclusion and integration of the design for all pedestrian and cycleway linkages and facilities;
e) Implementation programme, including sequencing of works and completion dates. This shall include works that could be implemented prior to practical completion of construction works or are outside the Project area including re-instatement of the mountain bike trails prior to construction commencement;
f) Implementation programmes for planting and field reinstatement; and
g) Documentation of consultation undertaken required by Condition 32.2 and the views and concerns expressed by this consultation.

33 Landscape Mitigation Planting Plan

33.1 As part of the Urban Design and Landscape DWP a Landscape Mitigation Planting Plan (LMPP) shall be prepared by a suitably qualified landscape specialist and a suitably qualified arborist to manage landscape/visual mitigation planting. The LMPP shall include:

a) Plans that identify any vegetation to be retained, areas of landscape/visual mitigation planting and ecological enhancement planting required by condition 34. This shall include a schedule of the species to be planted including botanical name, average plant size at the time of planting, planting density and average mature height of each species;
b) Location-specific details of site preparation, planting, and maintenance operations;
c) Location specific details of site preparation weed and pest control measures, planting methodology, mulching, weed and pest control, replacement planting, and ongoing maintenance until 100% canopy closure is achieved (in the case of mass planted

areas) in accordance with NZTA P39 Standard Specification (or subsequent document) for Highway Landscape Treatments;

d) Details of measures to be undertaken for topsoil and subsoil amelioration and management, to rehabilitate the soil profile so as to provide a viable growing medium for the areas to be planted, and for use on the berms;

e) Details of landscape planting on fill abutments between 146 Mill Road and 38 Mill Road to comprise of appropriate low growing native vegetation that enhances connectivity for fauna between these areas but does not compromise road safety;

f) Details of screening and enhancement planting to soften or naturalise adverse visual effects and visual enhancement of the route for road users and the surrounding visual catchment (including dwellings and public open space areas);

g) Plans and elevations showing screening and enhancement planting to soften or naturalise batter slopes, stormwater ponds, retaining walls MSE walls, bridges and acoustic fencing;

h) Selection of locally appropriate eco-sourced native plant species; to ensure that once established, the type of planting is such that it does not require specific ongoing maintenance;

i) The integration of cut and fill batters with existing topographical features;

j) Where practicable, including gentle grades and well-rounded profiles for batters, and shaping tops of cut batters for top soiling and grassing.

k) Maintenance and establishment requirements (see also Condition 33.5);

l) Measures to minimise clearing work to preserve soil and any indigenous vegetation;

m) Measures to ensure the appropriate disposal of any clearance of invasive/noxious weeds;

n) Integration with the design of noise mitigation measures (such as noise fences) so that the combined measures can be implemented in a co-ordinated manner; and

o) How the Auckland Council Parks Department, the general public and mana whenua are to be communicated and liaised with on the management of the adverse effects relating to the removal of trees and vegetation.

p) the Proposed Mitigation Vegetation Planting for 116 Ranfurly Road shown on Attachment 2 of Dennis Scott's evidence dated 21 October 2016. The type of planting shall be locally appropriate eco-sourced native plant species, with reference to the former "*Manukau City Council Restoration Planting Guidelines: Restoring our native plants"* where this does not conflict with other detailed conditions (including but not limited to Condition 34 Ecological and Restoration DWP).

33.2 15 Pin Oaks (Quercus Palustrus) and one Algerian Oak (Quercus Anariensis) situated at 242 Redoubt Road will need to be removed to construct the new intersection of Redoubt Road and Murphys Road. For that stage of the project including this new intersection, the LMPP shall include a minimum of 16 replacement trees within the same genus, capable of achieving large dimensions planted in proximity to the new intersection. The trees should be of good quality nursery stock and have a minimum root ball grade of 400 litres at the time of planting.

The trees should be planted with sufficient spacing from each other and any adjacent structure such that their optimum final dimensions can be achieved.

The growing environment should be free of impediments to root growth and will need to be conducive with sustaining healthy tree function allowing for a sufficient permeable area and natural additions of organic material to foster the trees' long term development and success.

Once planted, the requiring authority shall legally protect the replacement trees in perpetuity.

33.3 Planting sites in the road corridor should be engineered to optimise planting success and long term performance, avoiding confining trees to compacted clay or road base. The planting sites should be engineered such that the newly planted trees have access to a

sufficient volume of good quality un-compacted soil appropriate for the growing location and species selection.

33.4 Any landscaping included under the Urban Design and Landscape DWP shall be implemented in accordance with this plan within the first planting season following the construction completion of the Redoubt Road - Mill Road Corridor Project (or if staged – section of the project). If the weather in that planting season is unsuitable for planting, as determined by the Auckland Council Consent Monitoring officer (in consultation with the Auckland Council Parks Department), the landscaping shall instead be implemented at the first practicable opportunity thereafter. The next practicable opportunity shall be agreed by the Auckland Council Consent Monitoring officer.

33.5 The landscaping shall be maintained by the Requiring Authority for a period of five (5) years for specimen street trees and for all other landscape planting.

Ecological Management and Restoration

34 **Ecological and Restoration DWP**

34.1 The Requiring Authority shall appoint a suitably qualified and experienced Ecologist (or Ecologists) to prepare an Ecological Management and Restoration DWP for each part (stage) of the project. The DWP shall be provided to the Auckland Council, at least 30 working days prior to Work commencing within the respective stage. The final Ecological Management and Restoration DWP must be provided to the appropriate Auckland Council representative prior to commencement of works. The purpose of the Ecological Management and Restoration DWP(s) is to:

a) Detail the ecological and arboricultural management and monitoring programme that will be implemented to appropriately manage effects on the environment during and after the construction phase of the Project;
b) Ensure that mitigation and any long-term effects are appropriately managed through monitoring, adaptive management and implementation of appropriate responses;
c) Document the permanent mitigation measures, including the restoration, management and maintenance of ecological and arboricultural mitigation, as well as the mechanisms for developing relevant mitigation and restoration plans for terrestrial and freshwater habitat;
d) Detail the Biodiversity Offset & Mitigation Package that will be implemented to offset significant adverse residual ecological and aboricultural impacts; and
e) Give effect to the ecological and aboricultural conditions of this designation.

34.2 In designing and managing the construction of the Redoubt Road-Mill Road Corridor Project and the potential for adverse effects on ecology, the Requiring Authority shall achieve the following outcomes:

a) Minimise adverse effects on areas of indigenous vegetation and habitat, habitat and wildlife within the Designation Footprint;
b) Remedy, mitigate or offset any unavoidable adverse ecological effects of the Project (in that order) in accordance with the conditions; and
c) In implementing the project the Requiring Authority shall comply with the Ecological Management and Restoration DWP.

34.3 The Ecological Management and Restoration DWP(s) shall include, but need not be limited to, details of the following:

a) The matters required by Condition 35;
b) The Lizard Management Plan (LMP) required by Condition 36.
c) The Bat Management Plan (BMP) required by Condition 37.
d) Identification of significant natural features (including species, habitats and ecosystems) within the designation;
e) Measures to avoid tree and ecological loss;
f) The means by which any vegetation clearance that is unavoidable will be undertaken;

g) The type, location and extent of mitigation planting to give effect to the Vegetation Conditions;;
h) A comprehensive monitoring programme to be undertaken pre-construction, during construction and post construction;.
i) Identification of additional offsetting opportunities if required, subject to post-construction monitoring required by Condition 35.13(d);
j) Ecological thresholds which if breached will trigger adaptive management responses;
k) An outline of the adaptive management response process, including specific reference to the presence of threatened species and habitat loss;
l) A Tree Protection Plan with all measures required for working in proximity to trees to be retained within the Designation footprint and those immediately adjacent; and
m) Appropriate engineering and hydrological design to ensure that there are no adverse effects created as a result of any alteration of water flows or water availability that may affect the continuing health of trees inside or outside the Designation footprint.

34A Designation 3

The Requiring Authority shall prepare and implement a Site Specific Ecological Management and Monitoring Plan for 146 Mill Road and areas of adjacent land as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval (on an individual site basis). The Site Specific Ecological Management and Monitoring Plan will provide for the following mitigation requirements and assist landowners with on-going management post-construction**:**

i) Ensure any trees that have been topped at 146 Mill Road are left standing, and any remnants from topped trees are left in situ;

ii) Ensure any trees felled for the abutments at 146 Mill Road will be salvaged for site preparation for pioneer and enrichment planting as outlined below, unless required for cultural purposes;

iii) Plant the back paddock on 146 Mill Road, as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, with pioneer and enrichment planting from the bush edge to the existing Totara tree, subject to landowner approval;

iv) If the back paddock at 146 Mill Road, or part thereof, is used for mitigation planting Auckland Transport will use its best endeavours to obtain legal protection of that planting on an on-going basis;

v) Undertake weed, possum, and mustelid pest control within the designation boundaries at 146 Mill Road, and on the balance of 146 Mill Road, subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;

vi) Prior to construction commencing at 146 Mill Road, consultation with the occupiers or owners of any dwelling within 250m of the 146 Mill Road boundary, as to whether they support feral cat control within 146 Mill Road using lethal methods. This cat control will not be undertaken if there is not full support from all dwelling occupiers or owners;

vii) Undertake weed control and stock exclusion on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016, subject to landowner approval, on an individual site basis, within 6 months from confirmation of the NoR and continuing until 5 years following completion of the construction phase. For clarity, weed control and stock exclusion shall proceed on each of the site or sites where landowner approval is provided;

viii) Undertake enrichment planting on each of 158, 160, 162, 164 and 166 Mill Road as shown on Plan 60317081-SKE-30-0000-C-0134 Rev B dated 20 October 2016,

subject to landowner approval, starting at commencement of construction and continuing until 5 years following completion of the construction phase;

ix) All of the enrichment planting outlined above will be designed in accordance with the former Manukau City Council Restoration Planting Guidelines: Restoring our Native Plants; and

x) Outline the on-going management and monitoring actions that may be undertaken by landowners post completion of the Requiring Authority's obligations under this condition in order to ensure the gains that are made are enduring.

35 Vegetation

35.1 The Requiring Authority shall employ a suitably experienced ecologist ('Nominated Ecologist) and a suitably experienced arborist ('Nominated Arborist') to, for the duration of the works, to supervise the implementation of the Ecological Management and Restoration DWP(s), including monitor, supervision and direct all works affecting or otherwise in close proximity to native vegetation and any exotic trees to be retained.

35.2 Prior to the commencement of site works within 146 Mill Rd, a thorough ecological survey shall be undertaken at 146 Mill Rd by the Nominated Ecologist and Nominated Arborist. This survey will include designation footprint and may include the balance of 146 Mill Road, subject to landowner approval. This survey shall include survey for threatened species and assessment of vegetation within the works footprint and below the proposed bridge. In the event that a threatened species is identified, the record must be documented and appropriate authorities contacted (Auckland Council and Department of Conservation). This triggers the requirement for a Threatened Species Management Plan which must be submitted for approval to the appropriate authorities. A detailed assessment of the vegetation within the footprint and below the proposed bridge must include specific avoidance, mitigation measures and details of appropriate offsets for this area including weed and pest control at 146 Mill Road. These measures must be incorporated into the Ecological Management and Restoration DWP.

35.3 Tree removal work must be undertaken outside of the main part of the bird breeding season (October-February inclusive) to avoid adverse effects on avifauna. Any tree removal works undertaken outside of this period, and particularly between March-May (end of bird breeding season), must trigger the use of a pre works survey carried out by a suitably competent ecologist. If birds are found to be nesting, the tree must be monitored until the bird has moved on and/or chicks fledged, prior to felling.

The tree removal work at 146 Mill Road shall commence only when immediately necessary to construct the bridge, so as to limit exposure to the vegetation that remains. Consideration shall be given to construction of the bridge abutments prior to the topping of canopy species within the remainder of the bridge footprint.

35.4 Prior to any site works commencing, a pre-commencement site meeting shall be held so that the conditions and Ecological Management and Restoration DWP(s) content pertaining to the native vegetation are explained by the nominated botanist to a representative of all contractors or sub-contractors who will be working on site within the close vicinity of that vegetation.

35.5 The Requiring Authority shall minimise the amount of native vegetation that is cleared to the extent practicable. All vegetation clearance shall be undertaken in accordance with the measures set out in the Ecological Management and Restoration DWP(s). Special care shall be taken to minimise the loss of old growth native forest and trees at 38, 134, 146 Mill Road and Murphy's Bush to that which is absolutely necessary for the proposed works. To this end no contractor's yard or any other construction-related facility shall be located within the indigenous vegetation at 38, 134 and 146 Mill Road or Murphys Bush, and any necessary haul roads and crane platforms located within indigenous vegetation shall avoid significant native trees and shall be kept as narrow and small as practicable.

35.6 Following completion of the works at 38 Mill Road the Requiring Authority shall reinstate all haul roads, crane platforms and all other areas cleared of native vegetation by way of appropriate soil reconditioning and revegetation planting with shade tolerant native shrubs and small tree species, in accordance with the Ecological Management and Restoration DWP, which shall have detailed the means by which this shall be achieved, and including species, size, density and layout, including a planting and maintenance plan. Species selection and density shall be guided by Auckland Council's Draft Indigenous terrestrial and freshwater ecosystems of Auckland (2013). Restoration planting of shrub species shall be at an average of 1m spacing and native grasses at 0.5m spacing using PB3 size plants or larger. Enhancement planting and the placement of canopy species will be dependent upon the species selected but will be at an average of 5-10m apart.

35.7 Following completion of works at 38 Mill Road the Requiring Authority shall legally protect the indigenous vegetation remaining within the new road designation on this property.

35.8 The Requiring Authority shall clearly demarcate the extent of indigenous vegetation clearance prior to its removal, under the supervision of the nominated botanist.

35.9 The Requiring Authority shall undertake mitigation planting to replace any native vegetation that is required to be removed as a result of construction activities, in accordance with the Ecological Management and Restoration DWP(s). This will be at a minimum ratio of 7:1 for kanuka-manuka scrub and 8:1 for mature native vegetation.

35.10 The mitigation and off-setting planting covers a minimum of 2.2 hectares and shall be undertaken in the severance lands that remain within the road designation following completion of the works, as shown in the Mill Road Corridor Project Notice of Requirement for Designation, Volume 2.2 Appendix B – Urban Design and Landscape Study Strips 4 and 5 (AECOM 29 September (2014).

35.11 All mitigation planting as part of this project must be protected by way of a binding covenant, consent notice or other suitable and effective legal mechanism.

35.12 For a period of five (5) years following completion of construction, or until canopy closure, the Requiring Authority shall undertake weed control and management of all invasive plant pests (as defined by Auckland Council's Regional Pest Management Strategy) within the vegetated areas of the designation and also within the mitigation planting areas for the Project. The methodology for weed control and management of all invasive plant pests within the vegetated areas shall be included in the Ecological Management and Restoration DWP(s).

35.13 The Nominated Ecologist, in consultation with the Nominated Arborist, shall undertake an Ecological Monitoring Programme (EMP) prior to, throughout, and following the construction period, including monitoring of:

a) Any works within the vicinity of native vegetation that has the potential to impact on that vegetation;
b) The general health of native vegetation within the designation including soil condition monitoring to ensure good root environment for those trees beneath the bridging structures and monitoring of the vegetation communities present at Totara Park that may be affected by the designation;
c) Compliance with the clauses of Condition 35 by way of fortnightly inspections and reporting during the construction period;
d) Post-construction monitoring of the effects of the project will be required for a period of five (5) years to determine any adverse effects and replace plants as required. As a result of monitoring, if the effects of the bridge spanning the bush at 146 Mill Road are considered to be more than minor on native flora and fauna populations, there shall be a requirement for additional offsetting.
e) the condition of the existing King Ferns in proximity to the proposed works and the stream downstream of works at 146 Mill Road; and
f) the vegetation beneath the bridge at 146 Mill Road for the purposes of identifying any adverse effects including drying out of the understory and recommending remedial actions.35.14If at any stage the monitoring results indicate adverse ecological effects

greater than those anticipated by the project , this shall trigger an appropriate management response accordance with the Ecological Management and Restoration DWP(s).

35.15 Any mitigation planting utilising native plants shall use plants genetically sourced from the Manukau Ecological District where possible or otherwise shall use plants that have been genetically sourced from within the neighbouring Hunua Ecological District.

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36 Designation 2 Lizard Management Plan

36.1 A Lizard Management Plan (LMP) shall be submitted as part of the Ecological Management and Restoration DWP(s) required by Condition 34. The objective of the LMP is to minimise lizard mortality resulting from construction of the Project and shall have the following objectives:

a) The population of each species of native lizard present on the site shall be maintained or enhanced, either on site or appropriately translocated; and

b) The habitats on the site or at the translocation site post development support viable lizard populations for all species present pre-development.

36.2 The LMP shall address the following (as appropriate):

a)Credentials and contact details of the ecologist/herpetologist who will implement the plan;

b)Details regarding obtaining the necessary Wildlife Act 1953 permits; and

c)Timing of the implementation of the LMP.

36.3 The LMP shall also include, but not be limited to, details of search methods to be implemented within the project footprint for identifying arboreal and ground-dwelling lizards prior to any vegetation clearance in the vicinity. Specifically, the LMP must include the following information:

a) Description of the relocation site;
b) Any protection mechanisms (if required) to ensure the relocation site is maintained (e.g.) covenants, consent notices etc;
c) A description of methodology for survey, trapping and relocation of lizards rescued including but not limited to: salvage protocols, relocation protocols, nocturnal and diurnal capture protocols, supervised habitat clearance/transfer protocols; artificial cover object protocols, and opportunistic relocation protocols. Capture techniques should be determined by the consulting herpetologist and detailed within the LMP;
d) The LMP must implemented outside of the winter months of June, July and August due to low lizard detectability during the colder months;;
e) Methodology for minimising lizard mortality resulting from construction works associated with the project;
f) Mechanisms for re-establishing affected lizard habitat within the corridor of works including provision for additional refugia, if required e.g. depositing salvaged logs, wood particles or debris for newly released skinks that have been rescued;
g) Locations for the potential release of lizards, including details on any weed and pest management to ensure the relocation site is maintained as appropriate habitat;
h) The methodology for any post-vegetation clearance capture of lizards; and
i) The methodology for captive management of lizards.

36.4 A suitably qualified and experienced ecologist/herpetologist to oversee the implementation of the LMP shall certify that the works have been carried out according to the approved LMP within two weeks of completion of the vegetation clearance works.

36.5 Upon completion of works, all findings resulting from the implementation of the Lizard Management Plan shall be recorded on an Amphibian and Reptile Distribution Scheme (ARDS) Card and sent to the Department of Conservation. A copy shall be sent to the Auckland Council Team Leader (Central/South) Biodiversity.

37 Designations 2 and 3 Bat Management Plan

37.1 A Bat Management Plan (BMP), prepared and implemented by a qualified bat ecologist, shall be submitted as part of the Ecological Management and Restoration DWP(s). The objective of the BMP is to minimise bat mortality resulting from construction of the Project. The BMP shall include, but not be limited to:

a) Details of searching methods to be implemented within the project footprint for identifying bat roost trees prior to any vegetation clearance in the vicinity;
b) Mechanisms to avoid felling of active bat roost trees where practicable and minimising where practicable bat mortality resulting from construction works associated with the project.
c) Details on the appropriate procedure to follow in the event of finding alive, dead or injured bats must be included in the BMP. These should be based on recommendations from the Department of Conservation (DOC); and
d) Details on appropriate lighting to be incorporated into the project design, based on best-practice methodology for minimising effects on bat populations.

37.2 Trees that may contain bats ideally should not be removed from May - October when bats are hibernating or torpid nor during November-January which is the breeding season for long-tailed bats. Where trees need to be felled in these periods the following methodology will be applied:

a) All trees to be removed within the designation footprint must be clearly marked. Each tree to be removed should be monitored overnight (ensuring sampling at dusk and dawn) via an ABM, for a minimum of 5 days, during which time the dusk temperature must remain above 7°C; and
b) If bat activity is recorded, tree felling in the area shall not proceed until such activity ceases. Should this take longer than three days, Auckland Council and DOC shall be informed and the appropriate procedure from the BMP shall be implemented.

Contaminated Land

38 Contamination DWP

38.1 A Detailed Site Investigation covering the areas of potential contamination identified in AECOM's Contaminated Land Assessment – Redoubt Road/ Mill Road Corridor (October 2014) shall be undertaken in accordance with the Ministry for the Environment's Contaminated Land Management Guideline Number 1: Reporting on Contaminated Sites in New Zealand (Revised 2011), and Guideline Number 5: Site Investigation and Analysis of Soils (Revised 2011). If the designation is to be given effect to in part (staged), then the site investigation shall only relate to those areas of potential contamination identified in the Contaminated Land Assessment within that stage.

38.2 The Detailed Site Investigation required by Condition 38.1 shall include the site at 1345 Alfriston Road.

38.3 A Contamination DWP shall be prepared to manage the adverse effects relating to contaminated land during the construction of the Redoubt Road - Mill Road Corridor Project. If the designation is to be given effect to in part (staged), the DWP need only relate to that part (stage).

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

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

a) A report detailing the outcomes of the Detailed Site Investigation required by Condition 38.1.
b) A health and safety plan that addresses:
    i) Worker safety in relation to hazardous substances; and

ii) Worker training with regard to handling hazardous substances, identifying potentially contaminated soil / material, and notification procedures for discovery of contamination;

c) Procedures for how erosion and sediment control measures will manage the effects caused by the removal of contaminated soil/material. The procedures must also be set out in the erosion and sediment control plans required under condition 19.1(b);

d) Procedures for how stormwater, dust, and odour control measures will manage the effects caused by the removal of contaminated soil / material;

d) Procedures for site characterisation, contaminated soil classification, management and disposal of contaminated soil / material;

e) Where any trenches/excavations during civil works are to be sealed as a result of contamination and how this is to be recorded;

f) How and which work areas are to be restricted to authorised personnel only and procedures to limit the presence of ignition sources in these areas (e.g. no smoking within or adjacent to construction area, no welding or open flames near areas with high concentrations of hydrocarbon contamination);

g) Procedures for the monitoring and management of the removal of contaminated soil / material by a suitably qualified environmental specialist including onsite monitoring of soil, surface water and groundwater quality during construction to ensure that waste is properly classified in order to minimise the risk to site workers, the public and the environment;

h) How the placement of re-used contaminated soil / material will be recorded and tracked;

i) Where areas for stockpiling and storing contaminated soil / material will be established on the construction site and the procedures for managing the containment of the contaminated soil / material in these areas; and

j) Cross references to the specific sections in the Stakeholder Engagement Plan which detail how the general public are to be communicated with on the management of the adverse effects relating to the removal of contaminated soil / material.

Air Quality

39 Air Quality DWP

39.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Redoubt Road - Mill Road Corridor Project or any part of it (if staged).

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

39.3 To achieve the above objective measures shall be included in the Air Quality DWP that, so far as practicable, seek to:

a) Reduce the odour, dust or fumes arising as a result of construction of the project at any point within 100 m that borders a highly sensitive air pollution land use; and

b) Ensure that the 24-hour average concentration, measured midnight to midnight, of Total Suspended Particulate (TSP) at any point within 100 m of the designation boundary that borders a highly sensitive air pollution land use does not exceed 80 micrograms per cubic metre (µg/m³).

39.4 The Air Quality DWP shall, as a minimum, address the following:

a) Description of the works, anticipated equipment/processes and durations;

b) Periods of time when emissions of odour, dust or fumes might arise from construction activities;

c) Identification of highly sensitive air pollution land uses likely to be adversely affected by emissions of odour, dust or fumes from construction activities;

d) Methods for mitigating dust emitted from construction yards, haul roads, stock- piles and construction site exits used by trucks, potentially including the use of vacuum sweeping, watersprays or wheel washes for trucks;

e) Methods for mitigating odour that may arise from ground disturbing construction activities;
f) Methods for maintaining and operating construction equipment and vehicles in order to seek to minimise visual emissions of smoke from exhaust tailpipes;
g) Methods for undertaking and reporting (to council) on the results of daily inspections of construction activities that might give rise to odour, dust or fumes;
h) Methods for monitoring and reporting (to council) on the state of air quality during construction, including Total Suspended Particulate, wind speed, wind direction, air temperature and rainfall;
i) Procedures for maintaining contact with stakeholders, notifying of proposed construction activities and handling complaints about odour, dust or fumes;
j) Construction operator training procedures on mitigation of odour, dust or fumes; and
k) Contact numbers for key construction staff, staff responsible for managing air quality during construction and council officers.

SPECIFIC DESIGN REQUIREMENTS

40 Specific Design Requirements

40.1 The bridge structure spanning the bush referred to as Cheesman's bush (146 Mill Road) shall be constructed without piers or other bridge support structures between the abutments (NoR 3 only).

40.2 Provision shall be made where it is safe and practicable for an effective means of separation between the carriageway and cyclists along the entire length of the corridor. Options to consider may include the use of planted or raised medians and the reconfiguration of the road cross section such that the lighting column/street tree planting berm is located between the carriageway and cycleway.

40.3 Provision shall be made for pedestrian-friendly crossing points at appropriate, safe and practicable locations where the corridor is bounded on both sides by Urban / Future Urban land and adjacent to Totara Park. Options to consider are to include the introduction of pedestrian refuges, contrasting carriageway paving materials to reinforce pedestrian priority, and footbridges (where pedestrian crossovers cannot be integrated into signalised intersections). Where pedestrian crossing points are at-grade with the cycle lane it should be ensured that safety for pedestrians and cyclists and the operation of the cycle lane are not compromised.

40.4 Directional information from the Alfriston-Mill Road intersection roundabout, and from where the Mill Road corridor reconnects to existing Mill Road, to the child care centre at 310 Mill Road.

Prior to the existing Mill Road being closed for access south of the Alfriston Road intersection as required to commence construction for the relevant section of the Redoubt Road – Mill Road Corridor Project (NOR 3) the requiring authority shall install two directional signs in accordance with ATCOP and/or AT's Approach to Acknowledged Direction, Service & General Guide Signs (or equivalent standard) identifying the child care centre at 310 Mill Road. Should the child care centre no longer be in operation at 310 Mill Road at this time then this signage will no longer be considered necessary.

40.5 All stormwater wetlands are to be designed in collaboration with a landscape architect. The stormwater wetland designs are to be submitted as part of the Urban Design and Landscape DWP required by condition 31.2.

40.6 As part of detailed design, and in consultation with the landowner, the requiring authority shall investigate opportunities to limit land take, limit removal of landscape plantings and provide suitable access in relation to 208 Redoubt Road.

40.7 At the time NoR 3 is constructed the Requiring Authority shall consider providing a slip lane along the existing part of Mill Road south of Alfriston Road, with direct access to the new road alignment. In making its decision the Requiring Authority shall consider:

(a) The extent of existing and likely further demand for a slip lane as a result of urban development in the immediate and wider area;
(b) The impact of traffic flows along Mill Road;
(c) Alternative intersection types including a roundabout or the use of traffic signals and the safety and efficiency of the intersections; and
(d) The benefits of a slip lane for individual properties (including 310 Mill Road) as well as the interests of other stakeholders, including Alfriston School.

40.8 For Murphys Road, stormwater infrastructure, where practicable shall be located within the road reserve, adopt water sensitive design principles in accordance with the Proposed Auckland Unitary Plan Stormwater Management Area Flow 1 requirements any relevant Network Discharge Consent and the Stormwater Code of Practice.

40.9 The final design of the carriage way shall enable future access from 1345 Alfriston Road, Alfriston (being Part Lot 2 DP 12981 comprised in NA7D/12) to the Mill Road corridor, Alfriston Road, and the existing Mill Road generally in accordance with Plan 60317081-SKE-30-0000-C-0093 revision C dated 4 July 2016, which includes:

a) In the case of the land to the east of the Mill Road corridor ("the Eastern Block"):
   i) One left out left in access onto the Mill Road corridor to and from the Eastern Block.
   ii) One full access from the Eastern Block to the existing Mill Road.
b) In the case of the land to the west of the Mill Road corridor ("the Western Block"):
   i) One left out left in access between the Western Block and the Mill Road corridor.
   ii) One full access onto Alfriston Road from the Western Block set back a minimum distance of 70 metres from the western approach limit line of the Alfriston Road Mill Road intersection.
c) The existing Mill Road reconnecting to the Mill Road corridor with a left out left in connection heading in a southern direction.

Advice note:

The owner of the land at 1345 Alfriston Road has sought that provision be made for access to that site as part of the designation confirmation process. Any such access and site development will require resource consent. The Requiring Authority considers that access can be achieved to 1345 Alfriston Road without compromising the safe and efficient operation of the new road, although it cannot provide a conclusive assurance or assessment until such time as a resource consent is sought for the access and site development and sufficient details are available to enable a final assessment.

OPERATIONAL TRAFFIC NOISE

41

41.1 For the purposes of Conditions 41–53 the following terms will have the following meanings:

a) BPO – means the Best Practicable Option.
b) Building-Modification Mitigation – has the same meaning as in NZS 6806:2010.
c) Habitable Space – has the same meaning as in NZS 6806:2010.
d) Noise Assessment - means the Road-traffic Noise Assessment Report in accordance with Condition 42.
e) Noise Criteria Categories – means the groups of preference for time-averaged sound levels established in accordance with NZS 6806:2010 when determining the BPO mitigation option, i.e. Category A – primary noise criterion, Category B – secondary noise criterion and Category C internal noise criterion.
f) NZS 6806:2010 – means New Zealand Standard NZS 6806:2010 Acoustics – Road-traffic noise – New and altered roads.
g) PPFs - has the same meaning as in NZS 6806:2010 for the purpose of the preparation of the Noise Assessment. Once a Noise Assessment has been prepared in accordance with Condition 42, PPFs means only the premises and facilities identified in green, orange or red in the Noise Assessment.

h) Structural Mitigation – has the same meaning as in NZS 6806:2010.

42

42.1 The Requiring Authority shall appoint a suitably qualified acoustics specialist to confirm the indicative BPO mitigation options set out in the Noise and Vibration Assessment (dated 19 March 2015) in Attachment 3 of the Response to Feedback to Council. No later than 6 months prior to construction starting for a project stage, the Requiring Authority shall submit to the Council a Road-traffic Noise Assessment Report ('Noise Assessment') detailing the assessment process, 'Selected Options' for noise mitigation, and the Noise Criteria Categories for all PPFs ('Identified Categories') that achieve, at a minimum, the same Noise Criteria Categories as for the indicative BPO mitigation options of the Noise and Vibration Assessment (dated 19 March 2015). The Requiring Authority shall implement the Selected Options for noise mitigation identified in the Noise Assessment as part of the Project, in order to achieve the Identified Categories where practicable, subject to Conditions 43 – 53 below.

42.2 The Noise Assessment shall only consider those PPF's existing on the date the Notice of Requirement was served on Auckland Council (24 October 2014).

43

43.1 The design of the Structural Mitigation or building mitigation measures in the Selected Options (the 'Detailed Mitigation Options') shall be undertaken by a suitably qualified acoustics specialist prior to construction of the Project, and, subject to Condition 44, shall include, as a minimum, the following:

a) Building modification or structural mitigation measures (such as noise fences) in accordance with the Noise Assessment; and

b) Low-noise road surfaces materials on the carriageways of the Project, except where not practicable for engineering or safety reasons, in accordance with the Noise Assessment.

44

44.1 Where the design of the Detailed Mitigation Options identifies that it is not practicable to implement a particular Structural Mitigation measure in the location or of the length or height included in the Selected Options either:

a) if the design of the Structural Mitigation measure could be changed and would still achieve the same Identified Category or Category B at all relevant PPFs, and a suitably qualified specialist certifies to the Council that the changed Structural Mitigation would be consistent with adopting the BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure; or

b) if changed design of the Structural Mitigation measure would change the Noise Criteria Category at any relevant PPF from Category A or B to Category C, but the Council confirms that the changed Structural Mitigation would be consistent with adopting BPO in accordance with NZS 6806:2010, the Detailed Mitigation Options may include the changed mitigation measure.

45

45.1 The Detailed Mitigation Options shall be implemented prior to completion of construction of the Project stage, with the exception of any low-noise road surfaces, which shall be implemented within 12 months of completion of construction.

46

46.1 Prior to construction of the Project stage, a suitably qualified acoustics specialist shall identify those PPFs which following implementation of all the Structural Mitigation included in the Detailed Mitigation Options are not in Noise Criteria Categories A or B and where the internal noise level would be greater than 45 dB $L_{Aeq(24h)}$ ('Category C Buildings'). For these Category C Buildings, Building Modification Mitigation may be required to achieve 40 dB $L_{Aeq(24h)}$ inside habitable spaces.

47

47.1 Prior to commencement of construction of the Project stage in the vicinity of a Category C Building, the requiring authority shall write to the owner of each Category C Building seeking access to such building for the purpose of measuring internal noise levels and assessing the existing building envelope in relation to noise reduction performance.

47.2 If the owner(s) of the Category C Building approves the Requiring Authority's access to the property within 12 months of the date of the Requiring Authority's letter (sent pursuant to Condition 47.1), then no more than 12 months prior to commencement of construction of the Project, the Requiring Authority shall instruct a suitably qualified acoustics specialist to visit the building to measure internal noise levels and assess the existing building envelope in relation to noise reduction performance.

48

48.1 Where a Category C Building is identified, the Requiring Authority shall be deemed to have complied with Condition 47 above where:

a) The Requiring Authority (through its acoustics specialist) has visited the building; or
b) The owner of the Category C Building approved the Requiring Authority's access, but the Requiring Authority could not gain entry for some reason (such as entry denied by a tenant); or
c) The owner of the Category C Building did not approve the Requiring Authority's access to the property within the time period set out in Condition 47.2 including where the owner(s) did not respond to the Requiring Authority's letter (sent pursuant to Condition 47.1 within that period)); or
d) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

If any of (b) to (d) above apply to a particular Category C Building, the Requiring Authority shall not be required to implement any Building-Modification Mitigation at that Category C Building.

49

49.1 Subject to Condition 48, within six months of the assessment required under Condition 47.2 the Requiring Authority shall give written notice to the owner of each Category C Building:

a) Advising of the options available for Building-Modification Mitigation to the building; and
b) Advising that the owner has three months within which to decide whether to accept Building- Modification Mitigation for the building, and if the Requiring Authority has advised the owner that more than one option for Building-Modification Mitigation is available, to advise which of those options the owner prefers

50

50.1 Once an agreement on Building-Modification Mitigation is reached between the Requiring Authority and the owner of an affected building, the mitigation shall be implemented (including the Requiring Authority obtaining any third party authorisations required to implement the mitigation) in a reasonable and practical timeframe agreed between the Requiring Authority and the owner.

51

51.1 Subject to Condition 48, where Building-Modification Mitigation is required, the Requiring Authority shall be deemed to have complied with Condition 50 above where:

a) The Requiring Authority has completed Building-Modification Mitigation to the Category C Building; or
b) The owner of the Category C Building did not accept the Requiring Authority's offer to implement Building- Modification Mitigation prior to the expiry of the timeframe stated in Condition 47.2 above (including where the owner did not respond to the Requiring Authority within that period); or

c) The owner of the Category C Building cannot, after reasonable enquiry, be found prior to completion of construction of the Project.

52

52.1 The Requiring Authority shall manage and maintain the Detailed Mitigation Options to ensure that, to the extent practicable, those mitigation measures retain their noise reduction performance.

53

53.1 No more than 6 months after the final road surface required by Condition 45 has been laid, on the Project stage, the Requiring Authority shall appoint a suitably qualified acoustics specialist to undertake monitoring of operational noise at a minimum of 2 locations per project stage (minimum of 5 locations in total along the entire Project length) to confirm that operational noise levels from the Project meet the noise criteria categories set out in the Noise Assessment. Results of the surveys shall be adjusted for traffic volume in the design year. If the adjusted results of the surveys show that PPFs receive noise levels in a noise criteria category that is greater than set out in the Noise Assessment (e.g. from Category A to Category B), the Requiring Authority shall carry out mitigation to attenuate the noise generated by the Project to within the category levels specified in the Noise Assessment.

54

54.1 Auckland Transport will, as soon as reasonably practicable, provide the owners of 116 Ranfurly Road with the noise contours for 116 Ranfurly Road which will be modelled on the basis that the Best Practicable Option (the BPO) is to be implemented.

54.2 Auckland Transport will meet the noise contours provided to the owners of 116 Ranfurly Road under condition 54.1 when the road is constructed.

54.3 Any future dwellings or buildings on the balance land at 116 Ranfurly Road will be designed so that suitable internal noise levels are achieved based on the noise contours provided by Auckland Transport under condition 54.1.

54.4 Auckland Transport will carry out an analysis of the BPO and implement this at Outline Plan of Works stage no more than 12 months before commencement of construction, but this will be limited to assessing the need for additional structural mitigation in the corridor adjacent to 116 Ranfurly Road.

54.5 Auckland Transport will not oppose future development of the balance land at 116 Ranfurly Road that is consistent with its Future Urban zoning under the Unitary Plan, subject to the right for Auckland Transport to provide traffic engineering input into an assessment of the adequacy of any access design. This does not constrain or prevent Auckland Transport from refusing to provide its approval to development of 116 Ranfurly Road under section 176 of the Resource Management Act 1991 or section 71 of the Public Works Act 1981 (as the case may be).

ADVICE NOTES

AN1	1 2 3	The Requiring Authority is required to submit an application to Heritage New Zealand for an archaeological authority to modify or destroy the whole or any part of any archaeological site or sites within a specified area of land, whether or not a site is a recorded archaeological site (Heritage New Zealand Pouhere Taonga Act 2014 Section 44(a)) in advance of earthworks commencing in the area where the archaeological site is located within the proposed corridor. An Authority would establish procedures to ensure that for any archaeological remains affected by the project would be investigated or recorded to recover information relating to the history of the area. In the event of unanticipated archaeological sites, taonga (artefacts) or koiwi (human remains) being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with the Heritage New Zealand and relevant iwi interests.
AN2	1 2 3	The Requiring Authority will need to acquire the relevant property interests in land subject to the designation before it undertakes any works on that land pursuant to the designation. That may include a formal Public Works Act 1981 land acquisition process. It is acknowledged that property rights issues are separate from resource management effects issues and that the resolution of property issues may be subject to confidentiality agreements between the Requiring Authority and the relevant landowners.
AN3	1 2 3	Prior to construction if Network Utility Operators are carrying out works that do not require prior written consent of the Requiring Authority in accordance with Condition 5 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.
AN4	1 2 3	Under section 176 of the RMA no person may do anything in relation to the land subject to the designation that would prevent or hinder the Redoubt Road - Mill Road Corridor Project without the written approval of the Requiring Authority.
AN5	1 2 3	Some of the land is subject to existing designations. Nothing in these designation conditions negates the need for the Requiring Authority to adhere to the provisions of section 177 of the RMA.