

Appendix E – Submissions, 10 August 2021

Submission 1 – Body Corporate 107678

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name)

Body Corporate 107678

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

c/- Farry Law, Level 11, 152 Quay Street, Auckland 1010

Telephone:

93790055

Fax/Email:

pfarry@farry.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By:: Name of Requiring Authority

City Rail Link Limited

For: A new designation or alteration to an existing designation

Alteration of Britomart Transport Centre Designation 2501

The specific parts of the above notice of requirement that my submission relates to are: (give details):

See attached Schedule

My submission is:

I or we support of the Notice of Requirement

I or we oppose to the Notice of Requirement

I or we are neutral to the Notice of Requirement

The reasons for my views are:

See attached Schedule

(continue on a separate sheet if necessary)

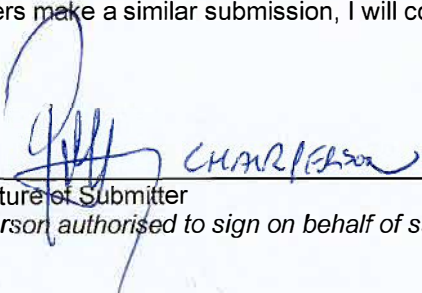
I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

See attached Schedule

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

 CHARLIE

Signature of Submitter
(or person authorised to sign on behalf of submitter)

6 August 2021

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement)

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

**ANNEXURE TO SUBMISSION BY BODY CORPORATE 107678
ON NOTICE OF REQUIREMENT FOR ALTERATION TO EXISTING
DESIGNATION 2501 IN RESPECT TO THE BRITOMART TRANSPORT CENTRE**

1 The specific parts of the Notice of Requirement that the submission relates to are:

- 1.1 Transport and traffic conditions including access and parking
- 1.2 Control of construction effects, construction noise and vibration
- 1.3 Monitoring and mitigation measures

2 Reasons for the submission:

- 2.1 The proposed Notice of Requirement does not adequately deal with the significant impacts on traffic flow and parking issues within an already constrained Britomart Precinct. There is inadequate provision for monitoring the traffic effects and dealing with congestion and access problems in a timely basis for occupiers and residents in the area.
- 2.2 While there is provision for management of construction, effects, noise and vibration there is a need to have confirmation of certain noise reduction measures to be taken and hours upon which certain works can be undertaken.
- 2.3 While there are provisions for mitigation and monitoring there are inadequate provisions for the applicants building and provisions for timely dealing with exceeding of stated maximums and minimums within the proposed conditions.

3 The following decisions from Council are requested:

3.1 Transport, access and parking

- (a) That a different location for delivery of major construction materials particularly for the delivery of concrete be used other than the SPA at the Britomart Train Station.
- (b) In the alternative, concrete trucks are not to utilise Commerce Street for deliveries by the backing of concrete trucks into Tyler Street, thereby disrupting the flow of traffic in Commerce Street and the Tyler Street/Quay Street/Commerce Street intersections, rather delivering vehicles/trucks are to access the site from Quay Street through Queen Street to Tyler Street.
- (c) No concrete trucks are to park up or wait in the Commerce Street/Tyler Street location. Trucks are to be parked up further along Quay Street to the east of Tapora Street with traffic management personnel calling up trucks to come into site once a truck has vacated the site.
- (d) That Tyler Street is not to be used by concrete trucks for maneuvering. The Flow Transportation Report 2021 itself indicated the difficulties for a concrete truck to maneuver on such a narrow street. The maneuvering of concrete trucks in that location will be a health and safety issue for pedestrians in the shared pedestrian area and will unreasonably delay and disrupt traffic flow for owners and occupiers to their buildings in Tyler Street.
- (e) In the alternative, during any delivery periods for concrete, owners and occupiers of the carparks at 152 Quay Street on Tyler Street are to be given permission to access their carparks via Quay Street/Queen Street/Tyler Street rather than the Commerce Street/Tyler Street intersection during any periods of delivery.
- (f) Regardless of any arrangements there is to be a mandatory condition there be no permanent closure of Tyler Street during the construction project and that access on a 24/7 basis be maintained for occupiers of 152 Quay Street and their vehicles accessing the Tyler Street carpark.

- (g) Appropriate monitoring and traffic management personnel to be placed on the expected choke points being the intersections of Commerce Street, Tyler Street, Quay Street and Customs Street at all times, particularly during concrete and major material delivery to minimise traffic jams.
- (h) That during concrete and other major material deliveries Commerce Street and Tyler Street vehicle traffic is restricted to residents, occupiers and couriers delivering to businesses in the vicinity.
- (i) That contractors and other vehicles not be permitted to park on Tyler Street during concrete and major material deliveries.
- (j) A condition that if the proposed mitigation measures recommended in the Flow Transportation Report June 2021 ("the Flow Report") prove inadequate to maintain reasonable access and traffic flow that further mitigation measures are to be considered by the Requiring Authority.

3.2 Construction Noise and Vibration

- (a) That the external ventilation equipment is not to produce noise above noise levels of existing ventilation systems servicing the Britomart Station.

Submission 2 – Cooper and Company NZ

The following customer has submitted a Notice of Requirement online submission.

Contact details

Full name of submitter: Cooper and Company NZ

Organisation name:

Full name of your agent: Nicole Buxeda - Atkins Holm Majurey

Email address: nicole.buxeda@ahmlaw.nz

Contact phone number: 0211011697

Postal address:
PO Box 1585
Shortland Street
Central Auckland
Auckland 1140

Submission details

Name of requiring authority: City Rail Link Limited NoR for Alteration of Britomart Transport Centre Designation 2501

The designation or alteration: City Rail Link Limited NoR for Alteration of Britomart Transport Centre Designation 2501

The specific provisions that my submission relates to are:
Please see attached submission

Do you support or oppose the Notice of Requirement? I or we oppose the Notice of Requirement.

The reason for my or our views are:
Please see attached submission - Cooper and Company's submission is that it does not oppose the Notice of Requirement subject to appropriate safeguards as set out above being incorporated and implemented in any consent/approval.

I or we seek the following recommendation or decision from Auckland Council:
Please see attached submission

Submission date: 9 August 2021

Supporting documents
Submission on variation to notice of requirement - Cooper and Company - 9 August 2021 .pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

I accept and agree that:

- by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public,
- I or we must serve a copy of the submission on the person who gave the notice of requirement as soon as reasonably practicable after submitting to Auckland Council.

SUBMISSION ON ALTERATION TO DESIGNATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY A TERRITORIAL AUTHORITY

Sections 169 and 181 of the Resource Management Act 1991

TO: AUCKLAND COUNCIL

SUBMITTER: COOPER AND COMPANY NZ

1. The following submission by Cooper and Company NZ ("**Cooper and Company**") is a response to a Notice of Requirement from City Rail Link Limited (**CRL**), for an alteration to a designation which was publicly notified on 13 July 2021.

Background

2. It is notable that the documents in support of the requested alteration virtually ignore the existence of the existing and future Britomart Precinct (**Precinct**). This is despite the proposed works having the potential for significant impacts on the environment, amenity, and efficient operation of the Precinct, in particular arising from the need to manage the impacts of construction, traffic, noise, and vibration.
3. The works will be undertaken in an important part of the Precinct: adjacent to the CPO; the western ends of both Tyler and Galway Streets; and the Commerce Street end of a thriving retail/pedestrian promenade.
4. The application documentation for the proposed Notice of Requirement proposes a hierarchy of environmental management plans which nowhere make any provision for the early involvement, consultation, or collaboration with Cooper and Company. This is a major oversight and raises serious questions concerning the inherent deficiencies of the Assessment of Environmental Effects submitted with the application.
5. While a representative of CRL has, in recent months, sought to consult with Cooper and Company, few specific details on the nature and duration of the works have been provided to Cooper and Company. There has been no detailed discussion of ways in which potential adverse effects can be the subject of early information/consultation, and where necessary, joint management of potential effects.
6. The Britomart Precinct is a unique downtown waterfront heritage precinct which has been meticulously reinstated over the past two decades in close consultation with Auckland Council (**Council**). Large areas of public spaces are jointly managed by Cooper and Company and the Council subject to

provisions of the 2004 Development Deed and re-stated in the Substitute and Restated Development Deed (29 March 2018).

7. In discussions with CRLI representatives Cooper and Company have indicated they have no fundamental opposition to the works now proposed subject to joint and comprehensive management of environmental effects to be ensured by both comprehensive consent conditions and related Environmental Management Plans.
8. Experience to date has demonstrated that without clear consent safeguards and controls project engineering organisations (such as CRLI and its consultants) will tend to independently pursue their own objectives without proper advance consultation and consequently with unpredictable and potentially detrimental effects on the amenity and operation of the Precinct.
9. A related concern is the potential for legal challenge and consequential unpredictability of the likely duration of works arising from the proposed alteration to Designation 2501. The alteration seeks to enable works outside the boundary of this designation and undertake the proposed works within the boundary of designation 2500-1. The submitter is keen to ensure that the proposed consenting approach is legally sound so that the works can be undertaken as quickly and efficiently as possible and are not delayed due to any legal technicalities or resulting challenges.
10. No Outline Plan is proposed, as would normally be expected and provided. Cooper and Company believe this requirement should be reinstated as a clear obligation followed by provision for close consultation with Cooper and Company on individual Environmental Management Plans. Conditions to ensure close collaboration and effective enforcement of Plan requirements should also be an integral part of any approval.
11. Given the direct interests likely to be impacted Cooper and Company reasonably expect to be informed and consulted (as well as provided with an opportunity to have meaningful input) prior to certification by Council of:
 - a. Traffic and parking management – particularly for heavier construction traffic movements;
 - b. Noise and vibration;
 - c. Ventilation management;
 - d. Environmental management of general construction activities;
 - e. Restoration of public space currently occupied by temporary Station Plaza Building following removal of that structure on completion of the construction works.

12. Cooper and Company has recently committed significant investment to the refurbishment and strengthening of the Barrington and Sofrana buildings (which are opposite the Station Plaza Accommodation) in anticipation of this temporary building being removed one year after completion of the originally proposed works. The extension of time now being sought by CRLI means the temporary Station Plaza Building will still be in place when newly opened retail and supermarket activities commence – including extended outdoor dining space along the Barrington and Sofrana building frontage to Galway Street. Given the potential impacts on these activities Cooper and Company seek to be closely consulted on the timing and methods of removal of the temporary building as well as the restoration of the remaining public space.
13. The required resource and building consents have been obtained for the refurbishment of the Barrington and Sofrana buildings and works have commenced. The refurbished heritage buildings will accommodate retail, food and beverage and office activities and are programmed to be completed shortly after the originally proposed designation works were to be completed, in mid-2022. The currently proposed designation alteration compromises this outcome, as the extended construction duration and presence will, unless carefully managed, potentially deter or disrupt tenants and customers following the opening, in mid-2022, of the new commercial operations (including a new supermarket).
14. Galway Street has been recently refurbished to a shared space and no construction traffic or other activities associated with the CRLI proposed construction activities should be permitted to utilise Galway Street.
15. In relation to construction traffic the CRLI documentation contains mention of construction traffic entering the site from Quay Street. However there is no mention of the requirements for traffic leaving the site. For example, page 21 of Appendix A shows that traffic will be entering and exiting the site via Customs Street as well as Quay Street.
16. Cooper and Company seek that entry and exit via Quay Street only be specified in relevant conditions and management plans.
17. Cooper and Company also seek to ensure that the traffic restrictions be specified in management plans to include a prohibition on construction related traffic using Britomart Place.
18. Although the CRLI documentation concludes there are no adverse effects arising, Cooper and Company seek a commitment in conditions that, should such effects arise, immediate remedial actions will be taken to address these such that there are no adverse or unexpectedly extended impacts on Cooper and Company (or the validity of the amended Designation).

19. In summary, to ensure robust and comprehensive control of CRLL's proposed works Cooper and Company seeks the following:
- a. Transparent and robust enforcement framework to ensure consent conditions and requirements in management plans are complied with and effective and timely remedial measures put in place if they are not.
 - b. Full protection of Galway Street frontage to the Barrington and Sofrana buildings that are being fully refurbished and seismically strengthened to accommodate new commercial activities which will begin operations in mid-2022.
 - c. The removal of the proposed additional wording to Condition 3.2: "**and any other contemporaneous works permitted under this designation**". This wording is too open-ended and does not provide any indication as to the nature, duration, or effects of such "other" works.
 - d. Remove "**upon completion of the Works**" in Condition 3.2 and insert an end date of 31 December 2022, with three further months to remove the structure providing a final completion and final removal date of 31 March 2023.
 - e. Specific provision that traffic associated with the works must only enter and exit via Quay Street.
 - f. Extension of traffic restrictions to include a prohibition on construction traffic using Britomart Place.
 - g. That there be no construction-related activities or parking on or utilisation of Galway Street by traffic associated with the works or any other construction-related or activities works on Galway Street.
 - h. Restoration plans for the public space currently occupied by the temporary Station Plaza Building be the subject of specific agreement between Cooper and Company, Auckland Council, and CRLL, in advance of the commencement of the proposed Works.
 - i. There be a clear connection between the proposed amended Works and the existing suite of conditions contained in Designation 2501 to ensure that the Works are subject to these conditions including but not limited to conditions 1, 3, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15-28, 33.

PARTICULARS

20. Cooper and Company is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission on entire Notice of Requirement

21. The specific provisions of the proposal that our submission relates to are:
- a. The **entire** Notice of Requirement.

Position on Notice of Requirement and general reasons

22. Cooper and Company's submission is that it **does not oppose the Notice of Requirement subject to appropriate safeguards as set out above being incorporated and implemented in any consent/approval.**

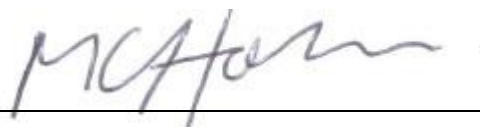
Relief sought and specific reasons

23. Cooper and Company seek the following recommendation from Auckland Council:
- a. That the Environment Court recommends to CRLI that it withdraws the Notice of Requirement unless CRLI modifies the Notice of Requirement to address the issues of concern to Cooper and Company, and imposes conditions and management plan requirements as requested in this submission; and
 - b. That Auckland Council, as a signatory to the Britomart Development Deed with Cooper and Company, ensure that appropriate environmental management protections and requirements are put in place to ensure that the provisions of the Deed are not transgressed or compromised by CRLI's proposed construction works or related activities.

Hearing

24. Cooper and Company wishes to be heard in support of its submission.

DATE: 9 August 2021



Mike Holm / Nicole Buxeda

on behalf of **Cooper and Company NZ**

Address for service of submitter:

C/- Mike Holm / Nicole Buxeda
Atkins Holm Majurey Ltd
Level 19, 48 Emily Place
PO Box 1585, Shortland Street
Auckland 1140

Telephone:

(09) 304 0424

Facsimile:

(09) 309 1821

Email:

nicole.buxeda@ahmlaw.nz

Contact person:

Nicole Buxeda
Senior Solicitor

SUBMISSION ON ALTERATION TO DESIGNATION THAT IS SUBJECT TO PUBLIC NOTIFICATION BY A TERRITORIAL AUTHORITY

Sections 169 and 181 of the Resource Management Act 1991

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 - d. Remove "**upon completion of the Works**" in Condition 3.2 and insert an end date of 31 December 2022, with three further months to remove the structure providing a final completion and final removal date of 31 March 2023.
 - e. Specific provision that traffic associated with the works must only enter and exit via Quay Street.
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 - i. There be a clear connection between the proposed amended Works and the existing suite of conditions contained in Designation 2501 to ensure that the Works are subject to these conditions including but not limited to conditions 1, 3, 4, 5, 6, 7, 8, 11, 12, 13, 14, 15-28, 33.

PARTICULARS

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Submission on entire Notice of Requirement

21. The specific provisions of the proposal that our submission relates to are:
- a. The **entire** Notice of Requirement.

Position on Notice of Requirement and general reasons

22. Cooper and Company's submission is that it **does not oppose the Notice of Requirement subject to appropriate safeguards as set out above being incorporated and implemented in any consent/approval.**

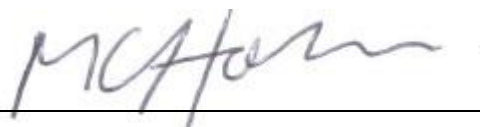
Relief sought and specific reasons

23. Cooper and Company seek the following recommendation from Auckland Council:
- a. That the Environment Court recommends to CRLI that it withdraws the Notice of Requirement unless CRLI modifies the Notice of Requirement to address the issues of concern to Cooper and Company, and imposes conditions and management plan requirements as requested in this submission; and
 - b. That Auckland Council, as a signatory to the Britomart Development Deed with Cooper and Company, ensure that appropriate environmental management protections and requirements are put in place to ensure that the provisions of the Deed are not transgressed or compromised by CRLI's proposed construction works or related activities.

Hearing

24. Cooper and Company wishes to be heard in support of its submission.

DATE: 9 August 2021



Mike Holm / Nicole Buxeda

on behalf of **Cooper and Company NZ**

Address for service of submitter:

C/- Mike Holm / Nicole Buxeda
Atkins Holm Majurey Ltd
Level 19, 48 Emily Place
PO Box 1585, Shortland Street
Auckland 1140

Telephone:

(09) 304 0424

Facsimile:

(09) 309 1821

Email:

nicole.buxeda@ahmlaw.nz

Contact person:

Nicole Buxeda
Senior Solicitor

Submission 3 – Shelley Jones

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A,169, 181, 189A, 190, and 195A of the Resource Management Act 1991



FORM 21

Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) Shelley Jones

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

[Redacted address]

Note: I own (as do other parties at Endeans Building and 148 Quay St) a car park in the basement of 148 Quay St, accessed from Tyler St

Telephone: [Redacted] Fax/Email: Shelley@learn-ability.co.nz

Contact Person: (Name and designation if applicable)

This is a submission on a notice of requirement:

By: Name of Requiring Authority	City Rail Link Limited
For: A new designation or alteration to an existing designation	Alteration of Britomart Transport Centre Designation 2501

The specific parts of the above notice of requirement that my submission relates to are: (give details):

The claim in the AEE: Appendix C Traffic Access and Parking Assessment " Integrated Transport Assessment" pp131 162 that "Local access is to be retained along Tyler Street, with access to properties on the northern side, including appropriate vehicle manoeuvring area to access car parking, and loading docks" and the conclusion that "the effects pertaining to property access are minor". The experience of Endeans residents using the 148 basement car park is that this is not true with regard to manoeuvring, or access for drop off at the Tyler St bollards etc already granted by the Environment Court.

My submission is:

I or we support of the Notice of Requirement I or we oppose to the Notice of Requirement
I or we are neutral to the Notice of Requirement

The reasons for my views are:

I am not opposed to the NOR because it facilitates completion of necessary works and an earlier conclusion to the disruption experienced by adjoining stakeholders.

I am opposed to the failure to properly implement and monitor the traffic management plan outlined in the AEE in Appendix C.

(continue on a separate sheet if necessary)

I seek the following recommendation or decision from the Council (give precise details including the general nature of any conditions sought).

Simply this: That Council/AT REQUIRE CRL to take PROMPT (i.e. without further delay),

PROACTIVE (without waiting for adjoining stakeholder complaints about access to drop off and entering/exiting the 148 Quay St basement carpark in Tyler St),

COMMITTED (i.e. actually allocate resource and personnel to traffic and parking management in Tyler St the previous alliance did this well do the same!)

and SINCERE (all of the above) ACTION on 3.5 Construction Traffic Management Plan as described in AEE Appendix C page 154/21. And that Council/AT

monitor that prompt, proactive, committed and sincere action effecting the stated traffic management plan is being EXPERIENCED by Tyler Street users.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Sig
(or

submitter)

08/10/2021

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

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If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment, and
- (b) Does not relate to trade competition or the effects of trade competition.

Submission 4 – Endeans Building (Body Corporate 95035)

Submission on a requirement for a designation or an alteration to a designation subject to full or limited notification

Sections 168A, 169, 181, 189A, 190, and 195A of the Resource Management Act 1991

FORM 21



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to:

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter Details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name) Paula Beaton

Organisation Name (if submission is made on behalf of Organisation)

Endeans Building (Body Corporate 095035)

Address for service of Submitter

C/- Body Corporate Administration

PO Box 2322, Auckland 1141

Telephone: (09) 373 2336

Fax/Email: paula@bca.co.nz

This is a submission on a notice of requirement:

By: Name of Requiring Authority

City Rail Link Limited

For: A new designation or alteration to an existing decision

Alteration of Britomart Transport Centre Designation 2501

The specific parts of the above notice of requirement that my submission relates to are: *(give details)*

The Alteration in full

My submission is:

We oppose the Notice of Requirement for the Alteration

The reasons for my views are:

See Appendix 1

I seek the following recommendation or decision from the Council *(give precise details including the general nature of any conditions sought)*.

See Appendix 1

I wish to be heard in support of my submission.



10 August 2021

Signature of Submitter
*(or person authorized to sign on behalf of
submitter)*

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

You must serve a copy of your submission on the person who gave the notice of requirement as soon as reasonably practicable after you have served your submission on the Council (unless the Council itself, as requiring authority, gave the notice of requirement).

If your submission relates to a notice of requirement for a designation or alteration to a designation and you are a trade competitor of the requiring authority, you may make a submission only if you are directly affected by an effect of the activity to which the requirement relates that:

- (a) Adversely affects the environment; and
- (b) Does not relate to trade competition or the effects of trade competition.

Attachment to Submission by Endeans Building (Body Corporate 95035)

To: Auckland Council

Name of submitter: Endeans Building (Body Corporate 95035) (**Endeans**)

Regarding: Notice of Requirement to Auckland Council to alter the CRL Designation 2501 to provide for 'The Works' (**Alteration**)

Endeans is not a trade competitor for the purposes of s 308B of the Resource Management Act 1991.

Summary of Submission

1. Endeans **opposes** the Alteration and seeks that it be withdrawn.
2. The reasons for Endeans' position are set out below but are in summary that the Alteration:
 - (a) Will have significant and unreasonable adverse effects on the owners and occupiers of the Endeans Building, specifically adverse effects associated with heavy vehicle usage of Tyler Street, interference with vehicular access to the Building, and adverse amenity effects.
 - (b) Fails to have appropriate regard to, or make provision for, the Pedestrian Mall Declaration applying to Lower Queen Street, Tyler Street and Galway Street, the Draft Operational Strategy for Te Komititanga which applies to that Pedestrian Mall, and Auckland Transport's (**AT's**) obligations under those documents and separate agreements to ensure appropriate access is provided to the Endeans Building.

Background

3. The Endeans Building is located at 2 Queen Street, Auckland and is a Category II heritage building. It was originally an office building, built circa 1920 and was converted to apartments in 1994, at which time two new floors were added. The building now comprises 37 units, including seven retail units on the ground and 30 residential apartments over six levels. Its main entrance is to Queen Street, with a smaller side entrance to Tyler Street. It has no on-site parking or loading areas.
4. Endeans has been affected by construction associated with the City Rail Link (**CRL**), as well as various other Council and/or AT construction projects since at least 2016. While that activity has significantly affected the owners and occupiers within the Endeans Building, it has always been

on the basis that the effects would be for a finite period, with positive outcomes for the public good being delivered within a reasonable timeframe.

5. In late 2020, AT undertook a special consultative procedure in relation to an amended Pedestrian Mall Declaration for Lower Queen Street (Customs Street to Quay Street), Tyler Street and Galway Street (**Pedestrian Mall Declaration**). This was premised on the construction works in Lower Queen Street, Tyler Street and Galway Street having been completed by the end of 2021. That timing was consistent with Endeans' understanding and expectation of when the construction activities would be complete.
6. Endeans filed an appeal against AT's decision on the Pedestrian Mall Declaration, which was eventually resolved between the parties. Endeans' agreement to resolve the appeal was in reliance on having full and improved access to Tyler Street. Part of the resolution was that amendments were made to the Exceptions recorded in the Pedestrian Mall Declaration which ensure Endeans owners and occupiers have rights of access to the pedestrian mall area in certain circumstances. Details of how these rights of access are to be secured are recorded in a document titled '*Draft Operational Strategy for Te Komititanga*' which applies to that Pedestrian Mall. It is unclear whether that document has yet been finalised, however AT agreed that parts affecting Endeans would not be amended without consultation with Endeans.
7. The Notice of Requirement for the Alteration does not reference the Pedestrian Mall Declaration, nor Endeans' rights of access under it.

Adverse Effects of the Alteration on Endeans

8. The Alteration will have the following adverse effects on the owners and occupiers of the Endeans Building.

Vehicular access

9. The use of Tyler Street for delivery and concrete trucks will have a significant impact on the ability of vehicles to access the Endeans Building, noting that Tyler Street provides the only access now that Lower Queen Street is confirmed as a Pedestrian Mall.
10. The exceptions to the Pedestrian Mall Declaration recognise that access to the Queen Street frontage is essential for:

- (a) Maintenance, construction, delivery, collection and servicing of activities within, or to, the Endeans Building.
 - (b) Picking up or dropping off residents of the Endeans Building with medical conditions and mobility constraints that require picking up and dropping off immediately in front of the Building.
11. Outside those exceptions, Endeans' owners and occupiers are reliant on the availability of 5-minute loading spaces on Tyler Street.
12. If the Alteration is approved, there will be large periods of time when access to the Endeans Building is not available at all, and it will be difficult and unpredictable at all other times. It is also anticipated that the loading spaces on Tyler Street will be rendered unavailable for long periods.
13. The Integrated Transport Assessment, and its appended Construction Traffic Management Plan, do not adequately assess the effects on Endeans nor identify whether or how they can be successfully mitigated.

Amenity Effects

14. The Works proposed to be authorised by the Alteration will have significant adverse effects on the amenity the owners and occupiers of Endeans could otherwise reasonably expect to enjoy. As noted above, the premise on which the Pedestrian Mall Declaration was put forward was that the CRL construction works were coming to an end and the creation of Te Komititanga would create a high amenity public space.
15. Instead, Endeans is now looking at a further 2.5 years of heavy construction activity as well as impeded access.¹ Endeans' immediate environment will include ventilation equipment in acoustic enclosures, mobile equipment such as cranes, hiabs, containers, and hoardings.
16. The AEE minimises these effects by describing them as '*by and large similar in nature and scale to other central Auckland construction sites*'. However this disregards the fact that construction-related amenity effects are generally considered acceptable because of their limited duration. Endeans has already suffered construction-related effects from CRL since 2016, and these are now proposed to be extended for another approximately 2.5 years. In that light, the adverse amenity effects are unreasonable and significant.

¹ AEE, Appendix C, 'Traffic Access and Parking Assessment', p22.

Relevance of the Pedestrian Mall Declaration and Draft Operational Strategy

17. Section 171(1)(d) provides that regard must be had to any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement. In this regard, Endeans considers that the Pedestrian Mall Declaration and the '*Draft Operational Strategy for Te Komititanga*' must be considered.
18. Endeans participated in the Pedestrian Mall consultation and appeal process in good faith. CRL knew of that process and participated in meeting with Endeans. The premise of that process was that CRL construction activities were coming to a close and a permanent access arrangement was to be provided for Endeans. Having resolved its appeal on that basis, the proposal to extend construction activities which directly impact that access for a further 2.5 years is of significant concern.

Relief sought by Endeans

19. For the reasons above, Endeans considers the Alteration should be withdrawn.
20. In the less preferred alternatives, and without limiting its primary relief sought, conditions should be imposed that, at a minimum:
 - (a) Require that the access to the Endeans Building provided for under the Pedestrian Mall Declaration be available at all times, and in preference to construction transport if necessary, on terms no less favourable to Endeans than provided for in the '*Draft Operational Strategy for Te Komititanga*'.
 - (b) Mitigate the adverse visual amenity effects associated with the Works.
 - (c) Require appropriate communication with Endeans, including suitable notice as to times when concrete deliveries are anticipated, and consultation in relation to traffic management measures.
 - (d) Any other conditions necessary to mitigate effects on Endeans.

Submission 5 – Auckland Transport

10 August 2021

Attention: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

Dear Sir / Madam

**NOTICE OF REQUIREMENT BY CITY RAIL LINK LIMITED FOR ALTERATION OF
BRITOMART TRANSPORT CENTRE DESIGNATION 2501**

Please find attached Auckland Transport's submission on the above Notice of Requirement by City Rail Link Limited.

If you have any queries in relation to this submission, please contact Teresa George on 09 448 7275 or teresa.george@at.govt.nz.



Teresa George
Senior Planner, Land Use Policy and Planning (Central)

Encl: Auckland Transport's submission on Notice of Requirement for the alteration to the existing Britomart Transport Centre Designation 2501

Cc: City Rail Link Limited
PO Box 9681
Newmarket
Auckland 1149
Attention: Richard Jenkins, CRL Principal Planner
Email: richard.jenkins@cityraillink.govt.nz



SUBMISSION BY AUCKLAND TRANSPORT ON A NOTICE OF REQUIREMENT BY CITY RAIL LINK LIMITED FOR ALTERATION OF BRITOMART TRANSPORT CENTRE DESIGNATION 2501

To: Auckland Council – Plans and Places
Private Bag 923000
Auckland 1142

Submission on: Alteration to Designation 2501 Britomart Transport Centre by City Rail Link Limited to enable the retention of the Station Plaza Accommodation at Britomart so the building and surrounding Station Plaza area can be used as a construction support facility for works in the City Rail Link tunnels located within the adjoining designation, with the identification of the construction support activity components.

From: Auckland Transport – Planning and Investment
Private Bag 92250
Auckland 1142

Introduction:

Auckland Transport is a Council Controlled Organisation (CCO) of Auckland Council with the legislated purpose to contribute to an “effective, efficient and safe Auckland land transport system in the public interest”.¹ In fulfilling this role, Auckland Transport is responsible for:

- a. The planning and funding of public transport;
- b. Promoting alternative modes of transport (i.e. alternatives to the private motor vehicle);
- c. Operating the local roading network; and
- d. Developing and enhancing the local road, public transport, walking and cycling networks.

Auckland Transport could not gain an advantage in trade competition through this submission.

Auckland Transport’s submission is:

Auckland Transport supports the Notice of Requirement, subject to the matters raised in **Attachment 1** being addressed to ensure that any adverse effects on the operation of the transport network are avoided, remedied or mitigated.

Auckland Transport wants to ensure that the temporary construction related effects on the ongoing operation of the transport network are appropriately mitigated, including through the inclusion of conditions that deal with the following:

- The requirements and mitigation of the potential construction related effects associated with the scope of the alteration
- Routing of construction vehicle and truck movements
- Manoeuvring of construction vehicle and truck movements to and from the construction site

¹ Local Government (Auckland Council) Act 2009, section 39

- Access to existing properties
- Managing cumulative temporary construction related effects
- Monitoring of construction effects.

This submission acknowledges the requirement for the applicant to seek Auckland Transport's s177(1)(a) approval to alter Auckland Transport's Designation 1556 as the underlying designation to City Rail Link Limited's (CRL) 2501 Designation. The matters of concern that are outlined in **Attachment 1** will also need to have been addressed by CRL before section s177(1)(a) approval is given by Auckland Transport.

The specific parts of the Notice of Requirement that this submission relates to and reasons for Auckland Transport's views are outlined in **Attachment 1**.

Auckland Transport seeks resolution of the various matters raised in this submission which, for example, could include amended conditions, additional conditions, and/or methods to ensure any effects on the transport network are managed in support of the proposal.

Auckland Transport is available and willing to work through the matters raised in this submission with the applicant.

Recommendations sought:

The recommendations that Auckland Transport seeks from the Council are set out in **Attachment 1**.

In all cases where amendments to the Notice of Requirement are proposed, Auckland Transport would consider alternative wording or amendments which address the reasons for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the recommendations sought.

Appearance at the hearing:

Auckland Transport wishes to be heard in support of this submission. If others make a similar submission, we will consider presenting a joint case with them at a hearing.



Signed for and on behalf of Auckland Transport

Christina Robertson
Group Manager, Strategic Land Use and Spatial Management

Date: 10 August 2021

Address for service: Teresa George
Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: +64 9448 7275

Email: Teresa.George@at.govt.nz

Attachment 1

Issue	Position	Reasons	Recommendation sought from the Council
<p>General overview</p>	<p>Support, subject to concerns being addressed</p>	<p>City Rail Link Limited is seeking a Notice of Requirement (NOR) to alter their existing Designation 2501 – Britomart Transport Centre.</p> <p>The NOR provides for an alteration to the existing designation to enable the retention of the Station Plaza Accommodation building at Britomart, so that the building and surrounding Station Plaza area can be used as a construction support facility for works in the City Rail Link tunnels located within the adjoining designation.</p> <p>Auckland Transport supports and recognises the need for the works associated with the NOR to facilitate the construction of the City Rail Link (CRL) project. When completed, the CRL will support the wider growth of the region by enabling improved public transport network connections, frequency and capacity.</p> <p>Given that the works associated with the construction of the CRL requires construction to take place within the existing City Centre environment, the need to co-ordinate and safeguard the operation and on-going provision of other infrastructure is unavoidable, including access to and the operation of existing transport infrastructure and facilities.</p> <p>Auckland Transport seeks resolution of the various matters raised in this submission which, for example, could include conditions and/or methods to ensure any effects on the transport network are managed in support of the proposal. These matters may broadly relate to a range of concerns or issues including but not limited to construction management, maintaining the operation of public transport facilities, ensuring pedestrian accessibility and safety, vehicle access and safety.</p>	<ul style="list-style-type: none"> • Agreement with the proposal to alter the existing designation, subject to any further or other relief, or other consequential or other amendments considered appropriate and necessary to address the concerns identified in this submission.

Issue	Position	Reasons	Recommendation sought from the Council
Section 177(1)(a) approval	Support in part	<p>Auckland Transport's Designation 1556 for the construction, operation and maintenance of a transport centre and the provision of a rail system is the underlying designation to City Rail Link Limited's (CRL) 2501 Designation.</p> <p>As the Requiring Authority for Designation 1556, Auckland Transport is responsible for ensuring that the on-going operation of the Britomart Station is not hindered or prevented. This includes the safe and convenient pedestrian access to and from the station. Auckland Transport notes that the matters of concern that it has outlined in this submission will also need to be addressed by CRL before section 177(1)(a) approval is given by Auckland Transport.</p> <p>The Assessment of Environmental Effects (AEE) indicates that section 177(1)(a) approval under the RMA will be sought from Auckland Transport² and it is understood that this approval had not been sought at time this submission was made.</p>	<ul style="list-style-type: none"> That before Auckland Transport's approval is given under s177(1)(a), the concerns outlined in this submission will need to have been addressed by CRL.
Effects on the transport network (temporary network operations) – designation condition	Support in part	<p>The applicant's AEE indicates that construction traffic related effects would be less than minor, with this being premised on applying a Construction Traffic Management Plan (CTMP).</p> <p>The applicant has provided an Integrated Transport Assessment (ITA)³ report to support the proposed NOR. Auckland Transport broadly agrees with the approach of applying a CTMP to manage temporary effects on the surrounding transport network. It is noted</p>	<ul style="list-style-type: none"> To amend Designation 2501 conditions by including an additional condition setting out the objectives and key requirements of the Construction Traffic Management Plan (CTMP) as they relate to "The Works" associated with the NOR alteration.

² Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, June 2021, Table 3-2.

³ Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Appendix C City Rail Link: Britomart Transport Centre Integrated Transport Assessment, June 2021

Issue	Position	Reasons	Recommendation sought from the Council
		<p>that a CTMP has been included as part of the applicant's Construction Environmental Management Plan.⁴</p> <p>The existing conditions for Designation 2501 includes a suite of transport related conditions (section 24 General Transport, Access and Parking) which relate to the scope of works as identified and defined as "The Project"⁵ in the designation conditions.</p> <p>The scope of works and activities associated with the alteration is set out in a proposed amendment to Designation 2501 through the definition of "The Works"⁶. The existing transport conditions for Designation 2501 (relating to "The Project") do not directly align with the scope of activities and potential effects associated with the alteration to Designation 2501 as defined by "The Works".</p> <p>To provide a greater level of certainty that the relevant and potential effects of "The Works" will be addressed as part of the CTMP, Auckland Transport seeks an amendment to Designation 2501 to include a condition that outlines the transport related objectives as discussed in the ITA and identifies the key requirements that need to be addressed as part of the CTMP as they relate to "The Works" associated with the NOR alteration. This includes but is not limited to avoiding and managing</p>	

⁴ Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Appendix D Construction Environmental Management Plan, 25 June 2021

⁵ As notes in the AEE section 1.3, these works relate to CRL Contract 1 Works and included construction within the BTC, including the Chief Post Office (CPO) and Glasshouse buildings, use of Station Plaza to the rear of the CPO and Glasshouse for a temporary station building (Station Plaza Accommodation (SPA)), and a construction support area (CSA) in lower Queen Street.

⁶ Proposed definition of "The Works" - Construction support works to enable construction in adjoining City Rail Link Designation 2500-1, including site office, worker accommodation and storage of materials in the Station Plaza Accommodation, receiving and pumping concrete from the Britomart Transport Centre into the Designation 2500-1 tunnels, establishing and operating ventilation equipment in Station Plaza, and providing access for workers and delivery of materials to the Designation 2500-1 tunnels via the Glasshouse and former Chief Post Office.

Issue	Position	Reasons	Recommendation sought from the Council
		<p>construction effects on the operation of public transport services and ensuring safe pedestrian movements in the vicinity of the Britomart Transport Centre during the period of construction activities.</p> <p>The specific matters to be included as part of the amendments to the conditions sought are discussed further in the below points.</p>	
Transport priorities	Support	<p>The ITA supporting the NOR application has identified the following priority traffic movements along Commerce Street, Galway Street and Tyler Street during “The Works”:</p> <ul style="list-style-type: none"> • Pedestrian and public transport would be afforded the highest priority, along with other essential movements, including emergency services • Essential vehicle access to properties within or adjacent to “The Works” area, such vehicles would include service and delivery vehicles • Private car travel during off-peak periods given the lowest priority, particularly extraneous vehicles, which should be encouraged to avoid passing through the area.⁷ <p>Auckland Transport agrees that these are appropriate priority traffic movements and would like these reflected in a designation condition where this clearly outlines the objectives for the CTMP. The objectives should include an emphasis on ensuring the safe movement for all transport users during the construction period.</p>	<ul style="list-style-type: none"> • To amend the conditions of Designation 2501 by including an additional condition setting out the objectives of the Construction Traffic Management Plan (CTMP) as they relate to “The Works” associated with the NOR alteration. This should reflect the transport priorities identified in the ITA including the traffic movements along Commerce, Galway and Tyler Streets, and the need to ensure safe transport movements for all users, including pedestrians and public transport passengers.

⁷ Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Appendix C City Rail Link: Britomart Transport Centre Integrated Transport Assessment, June 2021, section 3.4

Issue	Position	Reasons	Recommendation sought from the Council
<p>Effects on the transport network (temporary network operations) – routing and timing of construction vehicle and truck movements</p>	<p>Support in part</p>	<p>The proposal includes additional truck and delivery movements along Commerce Street to facilitate the temporary construction related activities. This includes major deliveries, concrete trucks material deliveries and general (minor) deliveries.⁸</p> <p>Commerce Street is part of the frequent transport public transport network with a high frequency of bus movements (through movements and terminating services) throughout the day⁹. Bus movements along Commerce Street are predominantly in a southbound direction entering via the Quay Street intersection and exiting via the Customs Street East intersection. The additional construction related vehicles have the potential to conflict with the safe and efficient operation of the public transport network. It is important that public transport reliability is not hindered or compromised by “The Works” proposed as this has the potential to have flow-on effects on the operation of the wider public transport network such as “bunching” of scheduled services and delays impacting on connecting services or transfers.</p> <p>Where the movement of construction related vehicles has the potential to adversely affect the safe and efficient operation of the immediate transport network, these effects need to be appropriately assessed and mitigated where required to ensure that truck movements do not compromise bus reliability. To avoid and minimise adverse effects on the operation of bus operations along Commerce Street, Auckland Transport proposes that</p>	<ul style="list-style-type: none"> To amend Designation 2501 conditions by including an additional condition setting out the requirements of the Construction Traffic Management Plan (CTMP) as they relate to “The Works” associated with the NOR alteration. This should include routing construction vehicle and truck movements to and from the site via the Commerce Street and Quay Street intersection.

⁸ Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Appendix D Construction Environmental Management Plan, 25 June 2021, section 2.6. Concrete trucks – over two stages for a total of 40 days and for the days of delivery up to 40 concrete trucks per day (with three to four trucks per hour) over each period of concrete delivery. Minor deliveries are expected to require limited or no traffic management and no major lifting of equipment (estimated 5-10 vehicle movements per day). Major deliveries will require defined traffic management with road closures and will likely require heavy lifting equipment (based on the current programme an estimated peak vehicle movements of up to 40 trucks per day, at 3-4 trucks per hour).

⁹ Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Appendix C City Rail Link: Britomart Transport Centre Integrated Transport Assessment, June 2021, refer to section 2.3.2 for description of bus services and facilities.

Issue	Position	Reasons	Recommendation sought from the Council
		<p>construction vehicle and truck movements to and from the site are routed via the Commerce Street and Quay Street intersection. It is recommended that this arrangement is incorporated into the proposed designation condition.</p>	
<p>Effects on the transport network (temporary network operations) – manoeuvring of construction vehicle and truck movements to and from the site</p>	<p>Support in part</p>	<p>The proposal involves the manoeuvring (requiring multiple movements) of construction vehicles during periods of high pedestrian movements on Tyler Street. There is a need to ensure that access on Tyler Street operates safely at all times by minimising potential conflicts, particularly between active (walking and cycling) modes, and associated construction/delivery vehicles. It is also important that other vehicles entering and exiting properties on Tyler Street will be able to do so and that mobility parking in the area is maintained at all times.</p> <p>While the Section 92 response provides the tracking for Concrete Truck deliveries, Section 3.2 of the Constructability Report refers to heavy vehicle movements that will include deliveries such as fire hydrant piping, bulk cable containment, blockwork, steelworks and large cable drums.¹⁰ The tracking for trucks proposed to deliver the aforementioned materials have not been accounted for in the vehicle tracking provided in the Section 92 response.¹¹</p> <p>To accommodate all construction vehicle deliveries, an internal access lane along Tyler Street is to be provided for trucks to manoeuvre to the appropriate location within the site, with concrete trucks reversing into this access from Commerce Street to only take place outside the morning and evening peak periods. This access will be maintained appropriately by the Site Traffic</p>	<ul style="list-style-type: none"> • To provide further information confirming the vehicle tracking for both major and minor truck delivery vehicles intending to use the construction vehicle access off Tyler Street, including major truck deliveries for fire hydrant piping, bulk cable containment, blockwork, steelworks and large cable drums. This should also include tracking of other vehicles entering and exiting existing properties on Tyler Street. • To provide further information confirming whether the restrictions on forward/reverse manoeuvring from Commerce Street into Tyler Street applies to all

¹⁰ Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Assessment of Environmental Effects (Appendix A) 'Constructability Report' Dated 25 June 2021 – Section 3.2 ('Major Deliveries')

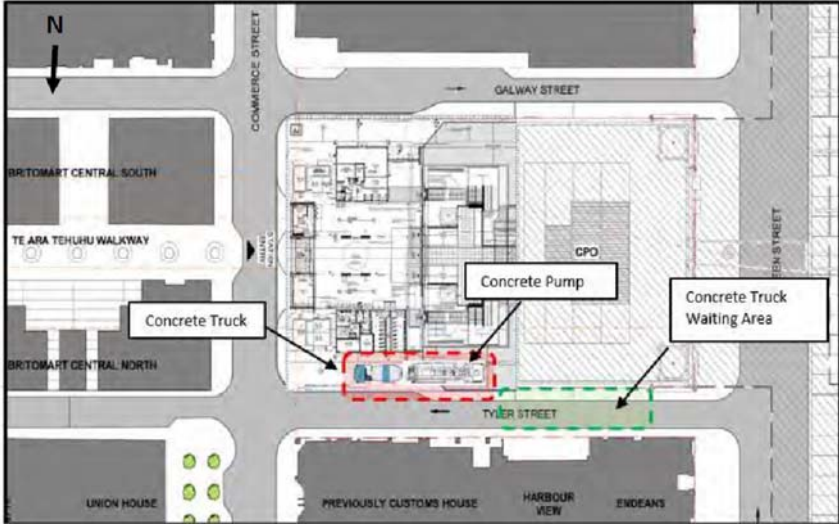
¹¹ City Rail Link Limited – Response to Section 92 RMA 'Request for Further Information' – Notice of a Requirement to Alter City Rail Link Limited Designation 2501 in the Auckland Unitary Plan Dated 26 July 2021-. Attachment 2: Concrete Truck Tracking.

Issue	Position	Reasons	Recommendation sought from the Council
		<p>Management Supervisor and traffic controllers.¹² Clarification is sought as to whether this reverse manoeuvring movement also applies to other non-concrete truck deliveries.</p> <p>Further information is sought to confirm the vehicle tracking for major delivery vehicles as referred to in Section 3.2 of the Constructability Report for these vehicles intending to use this access off Tyler Street (including turning around on the site). Depending on the outputs of this vehicle tracking analysis, additional requirements may be sought through the proposed designation condition to ensure that manoeuvring to and from the site can be undertaken in a safe manner.¹³</p>	<p>construction delivery movements or concrete trucks only.</p> <ul style="list-style-type: none"> To include a condition setting out any specific requirements that will ensure manoeuvring to and from the site can be undertaken in a safe manner.
<p>Effects on the transport network (temporary network operations) – control of vehicle movements at Commerce Street / Tyler Street intersection</p>	<p>Oppose in part</p>	<p>The proposals include Stop/Go operation on Commerce Street and require the control of pedestrians to allow for large vehicles to reverse from Commerce Street into Tyler Street and “The Works” site. Stop/Go control is proposed outside of peak periods (7am-9.30am and 3pm-6pm). At these peak times, vehicles will be required to manoeuvre within Tyler Street. Auckland Transport seeks further clarification around how the PM peak times have been determined by the applicant.</p> <p>The ITA highlights that 50% of pedestrians cross Commerce Street ad hoc away from the controlled pedestrian crossing. Effectively controlling the whole area in the vicinity of the Commerce Street/Tyler Street intersection is likely to be extremely difficult to achieve. Therefore, there is a safety risk associated with pedestrians walking into the area where a truck may be reversing.</p>	<ul style="list-style-type: none"> To provide further information confirming how the PM peak times have been determined. To amend the conditions of Designation 2501 by including an additional condition setting out the requirements of the Construction Traffic Management Plan (CTMP) as they relate to “The Works” associated with the NOR alteration. This should include a condition that confirms that all trucks will

¹² Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Appendix C City Rail Link: Britomart Transport Centre Integrated Transport Assessment, June 2021, section 3.1

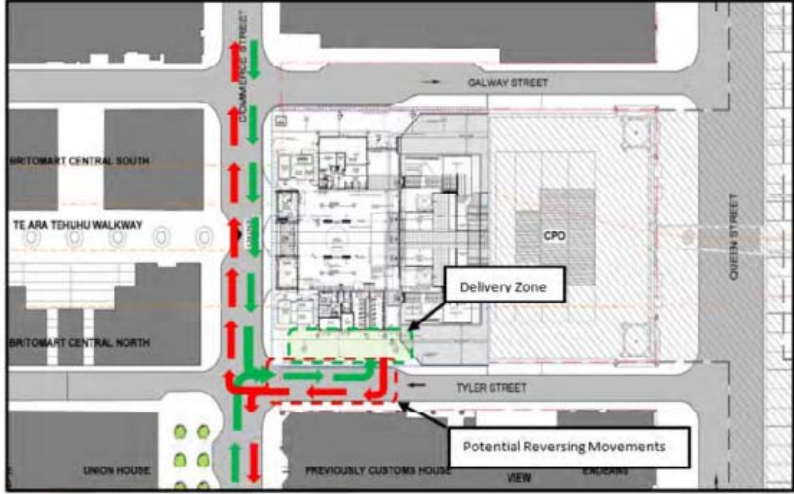
¹³ The Integrated Transport Assessment notes in section 3.2.2 that the manoeuvring within Tyler Street has been tested on site (under the control site traffic management supervisor). The safety aspects of this testing have not be discussed and whether this test was undertaken during periods of high pedestrian activity.

Issue	Position	Reasons	Recommendation sought from the Council
		<p>Indicative traffic management plans provided in the Section 92 response show that Stop/Go operation is located on Commerce Street in very close proximity to Quay Street. This close proximity to Quay Street means motorists will need to be alert to the potential need to stop and there is a risk of vehicles queuing back onto Quay Street and across the pedestrian crossing across Commerce Street at this intersection. As this street is frequently used by buses, the risk of the pedestrian crossing being blocked by a bus is high due to the length of these vehicles.</p> <p>It is acknowledged that the traffic management plans provided in the Section 92 response are illustrative of what has previously been approved. However, the frequency of use of the Stop/Go operation is likely to be more significant during the concrete pours. Therefore, this heightens the potential for safety issues to occur due to the frequent operation of the Stop/Go control.</p> <p>The vehicle tracking included within the Section 92 response demonstrates that trucks are able to turn around within Tyler Street. Utilising Tyler Street for trucks to turn around at all times, not just during the weekday peaks, would enable the activity to be more tightly controlled and would avoid any adverse effects on bus operations, pedestrians and safety on Commerce Street.</p> <p>Auckland Transport recommends a condition is included that all trucks will be required to access Tyler Street in a forward direction and turn around on site / within Tyler Street at all times of operations, not just during the weekday peak periods. This would enable the activity to be more effectively controlled and would minimise conflicts with reversing vehicles. It would avoid safety issues and impacts on bus operation and reliability with Stop/Go operation.</p>	<p>enter Tyler Street in a forward direction and manoeuvre within the street/on site to avoid safety and operational effects on Commerce Street.</p>


Issue	Position	Reasons	Recommendation sought from the Council
<p>Effects on the transport network (temporary network operations) – property access</p>	<p>Oppose in part</p>	<p>Figure 9 of the ITA shows the location of the Concrete Truck Waiting Area. This is positioned towards the western end of Tyler Street and appears to be located such that it would block access to the parking / delivery area for Harbour View. Whilst trucks may be positioned in the waiting area intermittently, they could block access to Harbour View and may create operational issues for the movement of trucks, other vehicles and pedestrians.</p>  <p>Auckland Transport recommends that the operation of the Concrete Truck Waiting area be reviewed to avoid blocking access to Harbour View and adversely affecting pedestrian movement and safety along Tyler Street. This could include avoiding the requirement for the waiting area through management of the arrival of concrete trucks at Tyler Street.</p>	<ul style="list-style-type: none"> • That a review of the requirement for the Concrete Truck Waiting Area through management of arrival of trucks to Tyler Street is undertaken and that the position of the Concrete Truck Waiting Area on Tyler Street maintains access to the parking/delivery area for Harbour View. • That a condition is included that will set out specific requirements confirming that the location of the Concrete Truck Waiting Area would not block access to the parking/delivery area for Harbour View.
<p>Effects on the transport network</p>	<p>Oppose in part</p>	<p>The ITA states in Section 3.3 that no car parking will be provided for staff and visitors. This is supported as the site is located close</p>	<ul style="list-style-type: none"> • To amend the conditions of Designation 2501 by

Issue	Position	Reasons	Recommendation sought from the Council
(temporary network operations) – site workers		<p>to public transport and there are various public car parks within an easy walking distance of the site.</p> <p>There is the potential that some workers may drive work vehicles to the site to unload and load tools at the start and end of each workday. Such deliveries should be avoided as far as possible to minimise extraneous traffic on Commerce Street which may adversely affect bus operations.</p> <p>Auckland Transport recommends that the CTMP be amended to include requirements that expressly prevent workers loading and unloading tools each day.</p>	<p>including an additional condition setting out the requirements of the Construction Traffic Management Plan (CTMP) as they relate to “The Works” associated with the NOR alteration. This should include restricting workers travelling to the site each day by private vehicle to load and unload tools or equipment.</p>
Construction traffic routes	Support in part	<p>Construction vehicle routes have been identified in the Constructability Report and the ITA. The Constructability Report (Appendix A of the AEE) proposes that truck movements for minor and major deliveries to and from the site will be travelling via either Customs Street East or Quay Street (inbound trips shown in green and outbound trips in red).¹⁴</p>	<ul style="list-style-type: none"> • To provide further information confirming the vehicle tracking for vehicles using the Quay Street / Commerce Street intersection. • To amend Designation 2501 conditions by including an additional condition setting out the requirements of the Construction Traffic Management Plan (CTMP) as they relate to “The Works” associated with the NOR alteration. This should include routing construction vehicle and truck

¹⁴ Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Assessment of Environmental Effects (Appendix A) ‘Constructability Report’ Dated 25 June 2021 – Figure 3.7

Issue	Position	Reasons	Recommendation sought from the Council
		 <p data-bbox="712 790 1104 805"><i>Figure 3.7 Proposed delivery route for major and minor deliveries</i></p> <p data-bbox="705 818 1552 954">The ITA developed by Flow (Appendix C of the AEE) proposes truck movements for minor and major deliveries to and from the site will travel via the Quay Street / Commerce Street intersection shown below (yellow line)¹⁵.</p>	<p data-bbox="1630 268 2000 568">movements to and from the site via the Commerce Street and Quay Street intersection and any mitigation measures supporting the safe operation of the Quay Street / Commerce Street intersection.</p>

¹⁵ Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Assessment of Environmental Effects (Appendix C) 'Integrated Transport Assessment' Dated June 2021 – Figure 8

Issue	Position	Reasons	Recommendation sought from the Council
		<p>Figure 8: Site access</p>  <p>As noted above, Auckland Transport supports the construction traffic routes proposed in the ITA where construction traffic movements are shown as travelling to and from the site via the Quay Street/Commerce Street intersection only. The section 92 response has confirmed that traffic will only arrive and depart from Quay Street east of Commerce Street.¹⁶</p> <p>In relation to the operation of the Quay Street / Commerce Street intersection, the ITA has identified that buses left-turning from</p>	

¹⁶ City Rail Link Limited – Response to Section 92 RMA ‘Request for Further Information’ – Notice of a Requirement to Alter City Rail Link Limited Designation 2501 in the Auckland Unitary Plan Dated 26 July 2021. Point 3. ‘Heavy Vehicle Access Routes’.

Issue	Position	Reasons	Recommendation sought from the Council
		<p>Quay Street frequently track over the opposing northbound right-turn lane located at the northern end of Commerce Street.¹⁷</p> <p>Auckland Transport seeks that the use of the Quay Street/Commerce Street intersection for construction traffic and truck movements and any further mitigation resulting from the requested vehicle tracking information (e.g. setting back the limit line for right-turning movements from Commerce Street into Quay Street) is incorporated into the proposed designation condition relating to “The Works.”</p>	
Cumulative temporary construction related effects	Support in part	<p>The applicant’s AEE notes a number of on-going construction activities within the immediate vicinity of “The Works.” This includes Cooper and Company’s refurbishment of the Barrington and Sofrana buildings on the southern side of Galway Street, refurbishment work at the former HSBC building at 1 Queen Street and other CRL works at Britomart Station.¹⁸ “The Works” associated with the NOR alteration are estimated to take place between late 2021 until late 2023. This construction timeframe will overlap with other construction activity in the area including Cooper and Company’s construction activities which are expected to be completed in July 2022.</p> <p>With these overlapping construction activities, there is a need for wider co-ordination with other development parties to ensure that the cumulative effects of construction activities do not compound adverse effects on pedestrian safety and accessibility and the operation of public transport along Commerce Street. For example, any restrictions on pedestrian access along both Galway Street and Tyler Street should not occur at the same time</p>	<ul style="list-style-type: none"> • To amend Designation 2501 conditions by including an additional condition setting out the requirements of the Construction Traffic Management Plan (CTMP) as they relate to “The Works” associated with the NOR alteration. This should include a wider construction activity strategy (or similar) to co-ordinate the cumulative construction effects of:”The Works” with other nearby construction activities.

¹⁷ Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Assessment of Environmental Effects (Appendix C) ‘Integrated Transport Assessment’ section 2.3.2

¹⁸ Assessment of Effects on the Environment, Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, June 2021, section 3.4.2

Issue	Position	Reasons	Recommendation sought from the Council
		<p>and similarly construction deliveries, particularly those requiring site traffic management supervisor control, should ideally not take place at the same time.</p> <p>Auckland Transport seeks that a wider construction activity strategy or similar is incorporated as a requirement into the proposed designation condition relating to “The Works.”</p>	
Amendment to designation conditions – removal of Station Plaza Accommodation	Support in part	<p>The proposed amendments to Designation 2501 includes the following amendment to recognise the temporary nature of “The Works”:</p> <p><i><u>The Station Plaza Accommodation shall be removed within one year of retained following completion of the Project works in order to enable the Works (and any other contemporaneous works permitted under this designation), but shall be removed on completion of the Works.</u></i></p> <p>Auckland Transport supports this proposed amendment to the designation condition and suggests that a reference to reinstatement of the Station Plaza be included as part of the proposed designation condition relating to “The Works.”</p>	<ul style="list-style-type: none"> • To amend Designation 2501 conditions by including an additional condition setting out the requirements of the proposed activities as they relate to “The Works” associated with the NOR alteration. This should include a reference to the reinstatement of the Station Plaza.
Monitoring of construction effects	Support in part	<p>The environmental monitoring of works are outlined in section 6 of the Construction Environmental Management Plan (CEMP).¹⁹ There is no reference to any specific transport or traffic related monitoring in the main CEMP report or the CTMP attached to the CEMP report.</p> <p>Given the range of existing transport activities and temporary construction activities that are proposed within a constrained and</p>	<ul style="list-style-type: none"> • To amend Designation 2501 conditions by including an additional condition setting out the requirements of the Construction Traffic Management Plan (CTMP) as they relate to “The

¹⁹ Britomart Transport Centre Notice of Requirement Alteration to Designation 2501, Assessment of Environmental Effects (Appendix D) Construction Environmental Management Plan, dated 25 June 2021, section 6

Issue	Position	Reasons	Recommendation sought from the Council
		<p>busy part of the City Centre network, active monitoring of the temporary construction activities is a prerequisite to ensure that adverse effects on the operation of the transport network are avoided and appropriately mitigated. This includes monitoring, reviewing and where required adjusting CTMP measures during the construction period.</p> <p>Auckland Transport request that a specific CTMP monitoring requirement is included as part of the proposed CTMP condition relating to "The Works."</p>	<p>Works" associated with the NOR alteration. This should include active monitoring of the effectiveness of the CTMP and based on this monitoring to implement any required changes to the CTMP in consultation with Auckland Transport.</p>

Appendix F – Traffic Control Committee Report – Pedestrian Mall amendment, dated 10 June 2021



Amended Permanent Traffic and Parking Changes Report

Waitematā Local Board

Queen Street, parts of Tyler Street and Galway Street, Auckland Central

Pedestrian Mall amendment

Report to Traffic Control Committee

Reporting Officer: Terry Sugrue, Transport Controls Team Leader

Date: 10 June 2021	This Resolution ID: 16376A
Date Amended: 11 JUN 2021	Original Resolution ID: 16376
Sign Check:	WBS or cost code: E.700879.07.01.02

1. Recommendation

The Traffic Control Committee notes that pursuant to section 336(4) of the Local Government Act 1974 the Environment Court has affirmed with modifications the pedestrian mall declaration made by the Committee on 13 November 2020 so that it is now declared:

- A. That pursuant to section 336 of the Local Government Act 1974 the area contained within the parts of Queen Street, Tyler Street and Galway Street as indicated in the attached drawing CP-2020-029, Rev A, dated 28/10/2020 is declared to be a **pedestrian mall**.
- B. That the driving, riding or parking of vehicles on the pedestrian mall is prohibited at all times subject to the following exceptions:
 - a. Emergency service vehicles may be driven and parked on the pedestrian mall at any time that the driver considers necessary in the circumstances;
 - b. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall if the rider:
 - i. gives way to pedestrians and drivers of mobility devices;
 - ii. rides in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;
 - iii. rides at a speed that does not exceed 15 km/h;
 - iv. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall; and for a cycle, parks at a cycle rack.

- c. with prior authorisation from Auckland Transport vehicles may be driven and parked on the pedestrian mall (subject to any conditions concerning time and operation imposed on that authorisation) when necessary:
 - i. for maintenance, construction, delivery, collection, servicing, or event management activities within the Lower Queen Street pedestrian mall as provided for under an approved temporary traffic management plan);
 - ii. for maintenance, construction, delivery, collection and servicing of activities within, or to, the Endeans Building at 2 Queen Street;
 - iii. for picking up or dropping off residents of the Endeans Building with medical conditions and/or mobility constraints of a nature that necessitate pick up/drop off immediately in front of the Building;
 - iv. for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall;
 - v. for delivery, collection, and/or servicing of businesses located in buildings or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall.
- C. That any previous resolutions pertaining to traffic controls or pedestrian malls made pursuant to any bylaw or act to the extent that they are in conflict with the traffic controls described in this report are revoked.
- D. That, this resolution will take effect on 10 June 2021.

2. Executive Summary

In accordance with the statutory provisions enabling the creation of a pedestrian mall the Traffic Control Committee's 13 November 2020 decision to declare an amended pedestrian mall on portions of Queen Street, Galway Street and Tyler Street was appealed to the Environment Court. Despite full confidence that Auckland Transport would have been likely to prevail in the appeal process it was decided that accepting a compromise wording of the exemptions to the pedestrian mall controls would avoid unnecessarily expending additional public funds. Agreement was reached on the wording and the Environment Court issued a Consent Order amending the pedestrian mall declaration. This report confirms the new wording of the declaration for inclusion in Auckland Transport records.

3. Strategic Context

Auckland Transport is both the road controlling authority for the Auckland transport system and the organisation responsible for public transport management in Auckland. Its purpose is to contribute to an effective, efficient, and safe Auckland land transport system in the public interest. Auckland Transport establishes traffic controls and other facilities in pursuit of that purpose.

The Traffic Control Committee has been delegated powers by the Auckland Transport Board to enable it to make: resolutions under bylaws made by, or deemed to have been made by, Auckland Transport; resolutions under Auckland Council bylaws delegated to Auckland Transport; and certain other traffic control-related decisions. The matters for consideration in this report fall within scope of the Traffic Control Committee's delegated authority.

4. Signatures and Approvals

Court modified declaration noted by:	Name	Signature	Date
Traffic Control Committee	John Strawbridge Chairperson Traffic Control Committee		11 JUN 2021

Appendix

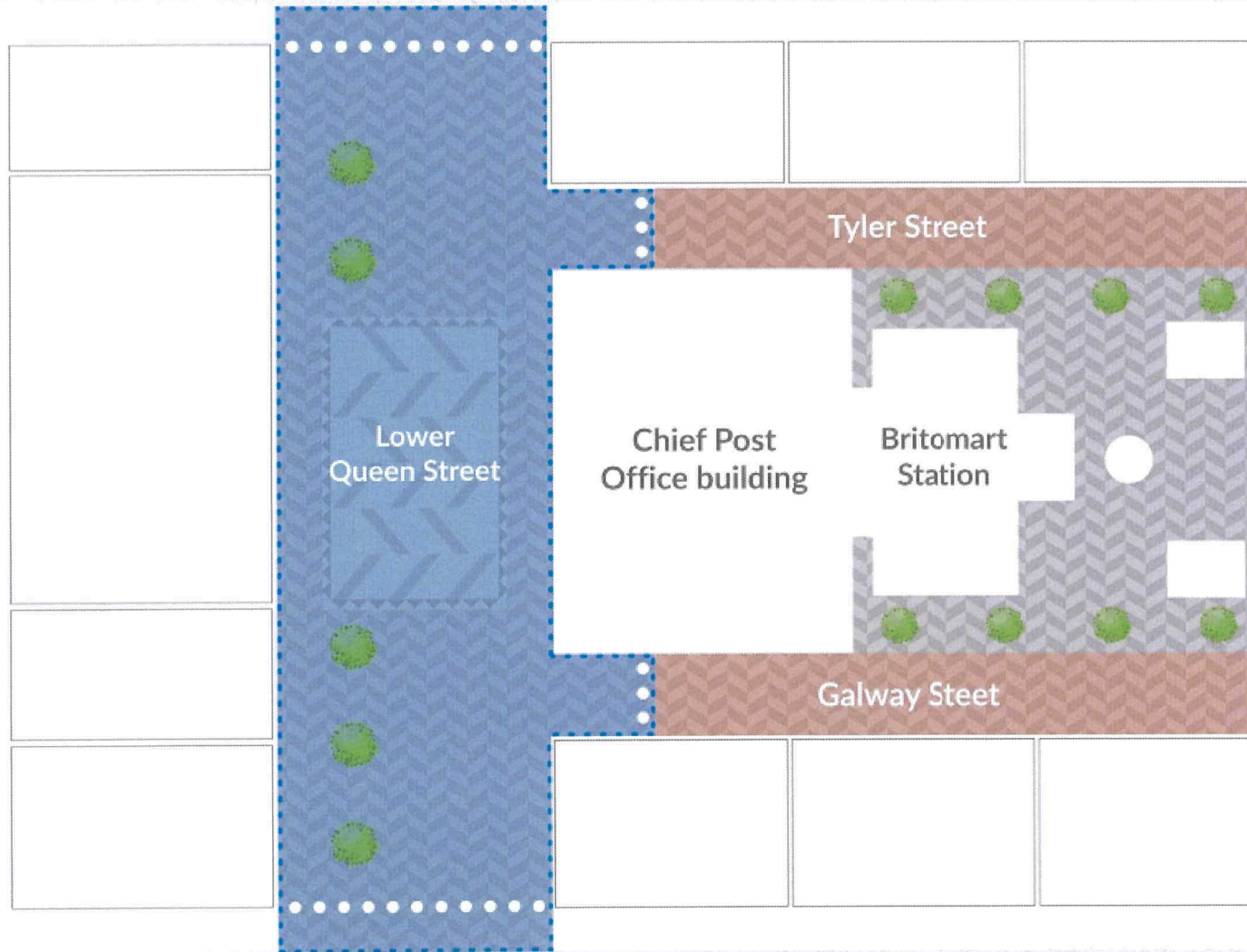
5. Narrative

5.1 Amendment required

This amendment report is to note the modifications made by the Environment Court to the pedestrian mall declaration of 13 November 2020 in the attached Consent Order issued by the Court on 10 June 2021.



Quay Street



Commerce Street

Tyler Street

Lower Queen Street

Chief Post Office building

Britomart Station

Galway Steet

Customs Street West

Customs Street East

Queen Street

-  Pedestrian mall
-  Bollards
-  Shared space



REVISION HISTORY			
NO	DESCRIPTION	BY	DATE
A	FIRST ISSUE	CP	28/10/2020

LOWER QUEEN STREET, AUCKLAND CENTRAL, WAITEMATA LOCAL BOARD
 PEDESTRIAN MALL
 RESOLUTION ID: 16376

SURVEYED: T SUGRUE
 DESIGNED: T SUGRUE
 DRAWN: C PRICE
 DWG CHECK: T SUGRUE

DRAWING DATE 28/10/2020
 A3 DRAWING SCALE: N.T.S.
 DRAWING NO. CP-2020-029

REV A
 SHEET 1 OF 1

**IN THE ENVIRONMENT COURT
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA
KI TĀMAKI MAKĀURAU**

IN THE MATTER of the Local Government Act 1974
AND of an appeal under section 336(3) of the Act
BETWEEN ENDEANS BUILDING (BODY CORPORATE 095035)
(ENV-2020-AKL-000190)
Appellant
AND AUCKLAND TRANSPORT
Respondent

Court: Chief Environment Judge D A Kirkpatrick sitting alone under section 279 of the Resource Management Act 1991

Date of Order: 10 June 2021

Date of Issue: 10 June 2021

CONSENT ORDER

A: Under section 279(1)(b) of the Resource Management Act 1991, the Environment Court, by consent, orders that:

- (1) the declaration by Auckland Transport creating the pedestrian mall will be modified as set out in Schedule 1 to this order;
- (2) the appeal is otherwise dismissed.



B: Under section 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] This order relates to an appeal by the Endeans Building (Body Corporate 095035) against the declaration by Auckland Transport to create a pedestrian mall on the section of Queen Street in central Auckland between Customs Street and Quay Street, and adjacent sections of Tyler Street and Galway Street.

[2] The notice of appeal by the Endeans Building (Body Corporate 095035) dated 11 December 2020 sought that the declaration creating the pedestrian mall was quashed, or in the alternative, modified to provide additional exceptions to allow appropriate vehicular access to the Endean Building.

[3] No person has given notice of an intention to become a party under section 274 of the Act.

Agreement reached

[4] Since the appeal was filed there has been a number of discussions between the parties, and the parties attended Court-assisted mediation on 15 April 2021. On the basis of these discussions, the parties have now reached agreement on the basis of the amended declaration set out in Schedule 1 to this order.

Consideration

[5] The Court has now read and considered the appeal and the consent memorandum of the parties dated 9 June 2021.

[6] The Court is making this order under section 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to section 297. The Court understands for present purposes that:

- (a) all parties to the proceedings have executed the memorandum requesting this order;
- (b) all parties agree that the proposed amendments to the declaration will resolve the appeal in full; and
- (c) all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

Order

- [7] Therefore the Court orders, by consent, that:
- (a) the declaration by Auckland Transport creating the pedestrian mall will be modified as set out in **Schedule 1** to this order;
 - (b) the appeal by the Endeans Building (Body Corporate 095035) is resolved in its entirety; and
 - (c) there is no order as to costs.



D A Kirkpatrick
Chief Environment Judge



SCHEDULE ONE: AMENDED PEDESTRIAN MALL DECLARATION

The Environment Court affirms the declaration of Auckland Transport's Traffic Control Committee (resolution 16376 dated 13 November 2020) with modification as follows (additions underlined and deletions in ~~strike through~~):

- A. That pursuant to section 336 of the Local Government Act 1974 the area contained within the parts of Queen Street, Tyler Street and Galway Street as indicated in the attached drawing CP-2020-029, Rev A, dated 28/10/2020 is declared to be a pedestrian mall.
- B. That the driving, riding or parking of vehicles on the pedestrian mall is prohibited at all times subject to the following exceptions:
 - a. Emergency service vehicles may be driven and parked on the pedestrian mall at any time that the driver considers necessary in the circumstances;
 - b. Cycles and wheeled recreational devices may be ridden and parked on the pedestrian mall if the rider:
 - i. gives way to pedestrians and drivers of mobility devices;
 - ii. rides in a manner that is careful, considerate and not hazardous to other users of the pedestrian mall;
 - iii. rides at a speed that does not exceed 15 km/h;
 - iv. parks in a way that does not unreasonably obstruct any other user of the pedestrian mall; and for a cycle, parks at a cycle rack.
 - c. with prior authorisation from Auckland Transport vehicles may be driven and parked on the pedestrian mall (subject to any conditions concerning time and operation imposed on that authorisation) when necessary for:
 - i. for maintenance, construction, delivery, collection, servicing, or event management activities within the Lower Queen Street pedestrian mall as provided for under an approved temporary traffic management plan);
 - ii. for maintenance, construction, delivery, collection and servicing of activities within, or to, the Endeans Building at 2 Queen Street
 - iii. for picking up or dropping off residents of the Endeans Building with medical conditions and/or mobility constraints of a nature that necessitate pick up/drop off immediately in front of the Building;
 - iv. for maintenance, construction, alteration, refurbishment or upgrade of buildings, structures, or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall;

- v. for delivery, collection, and/or servicing of businesses located in buildings or public areas in or directly adjacent to Tyler Street west of Commerce Street or Galway Street west of Commerce Street where the vehicle required for that activity is considered by Auckland Transport to be too large to safely exit that street without accessing the pedestrian mall.
- C. That any previous resolutions pertaining to traffic controls or pedestrian malls made pursuant to any bylaw or act to the extent that they are in conflict with the traffic controls described in this report are revoked.
- D. That, ~~subject to section 336(2)(b) of the Local Government Act 1974,~~ this resolution will take effect ~~one month after the date the resolution is passed~~ on 10 June 2021.

Appendix G – Britomart Transport Centre NOR Alteration to Designation: Transport Review

To: Chris Scrafton
Beca

From: Don McKenzie, Andrew Metherell
Stantec

File: 310204844 Britomart NOR

Date: August 24, 2021

Reference: Britomart Transport Centre NOR Alteration to Designation: Transport Review

Stantec New Zealand ("**Stantec**") has been commissioned by Auckland Council to review the Integrated Transport Assessment ("**ITA**") included in the Notice of Requirement for alteration to Designation ("**NOR**") 2500-1 by City Rail Link Limited ("**CRL**") in relation to the Britomart Transport Centre. On behalf of CRL Flow Transportation Specialists Limited ("**Flow**") has prepared the ITA (June 2021) in support of the NOR Alteration, and also prepared a supporting framework for the Construction Traffic Management Plan ("**CTMP**") intended to ensure the continued safe and efficient use of the transport network during construction works to which the alteration to Designation relates.

Stantec prepared an initial review (2 July 2021) of the documentation from a transport perspective, and that included several recommendations for further information. We have since reviewed the responses provided by CRL (26 July 2021) and have held discussions with Flow regarding the responses and detail of matters that should be included in the CTMP. As part of this review process we have observed current transport infrastructure and transport conditions at the site during a typical weekday (2 August 2021), noting this was early afternoon outside of peak hours of the road network.

This memo provides an overall review of the assessment and additional supporting information from a transport perspective, taking into consideration the further information received.

SCOPE OF INTEGRATED TRANSPORT ASSESSMENT

Project Outline

The ITA advises that the purpose of the alteration is to provide for retention of the Station Plaza Accommodation ("**SPA**") building within the Britomart Transport Centre ("**BTC**"), so that the building and surrounding Station Plaza area can be used as a construction support facility for works in the CRL tunnels located within the adjoining Designation 2500-1 to the west.

The works outlined in the ITA as being associated with the NOR are identified as being:

- Site office, worker accommodation and some storage of materials within the SPA building;
- Establishing and operating ventilation equipment in the Station Plaza area (to provide ventilation for workers in the CRL tunnels to the west);
- Access for workers and deliveries of equipment and materials via the Glasshouse and former Chief Post Office ("**CPO**") building; and
- Receiving and pumping concrete into the CRL tunnels (to construct the railway track bed) from the Station Plaza area adjoining Tyler Street.

A further change included in the conditions of the designation is the timeframe of the Works. The timeframe for use of the Station Plaza Accommodation was previously proposed to be one year, but is proposed to be at the completion of the Works. The AEE anticipates the decommissioning of the SPA in late 2023. The s92 response notes that the duration of works will remain the same if the start date is delayed by the NOR process.

The AEE at Section 6.2 also briefly sets out the wider benefits of the NOR. Some of these are transport-related and are associated with the broader CRL project benefits. We understand those were evaluated through the original CRL NOR phase, and as such further assessment in relation to this NOR is not provided nor generally necessary. The ITA has not set out those broader transport benefits, and at this time we do not consider it entirely necessary for further assessment of those matters given it is highlighted in the AEE (although the

information may be of relevance for later consideration if necessary through the direct referral process, and we presume can be made available at later stages of that process).

Traffic Generating Activities

The traffic generating activities of note are described in Section 2.5 of the AEE, which provides a good indication of the scale of works. As set out in the s92 response B.1, most of the descriptions in the AEE and ITA reference truck deliveries or loads in way that is not standard convention for transportation assessment. Whereas the reports state that there would be, for example 40 concrete truck deliveries per day at peak, the s92 response clarifies that this comprises 40 truck movements to site, and 40 truck movements from site. In conventional terms, this represents 80 heavy vehicle movements on the road network.

Having clarified the traffic generation characteristics, one of the most notable traffic generating activities is concrete deliveries to the site which are anticipated to occur Monday – Saturday at a rate of 6-8 concrete truck movements per hour or up to 80 concrete truck movements per day. Deliveries will be required for two main construction stages:

- Stage 1 (20 days duration) – is assessed as generating movements via the Britomart Station SPA work site, although the AEE Section 4.2.2 and Section 2.4 of the Constructability Report notes that concrete delivery could possibly be split with the CRL Aotea site;
- Stage 2 (every 2nd day for 20 days) – concrete delivery is required to be via the Britomart Station SPA work site.

It is proposed that concrete deliveries through the SPA will be delivered on-site via an existing concrete delivery point in Tyler Street (north east corner of the Glasshouse). Trucks would be expected to back in, or in peak turn around on Tyler Street. Traffic management measures have been informed by discussion with Auckland Transport (refer Section 4.2.2 of the AEE).

In addition, the following are noted:

- Site establishment would involve utility and small goods vehicles;
- Utility and hiab delivery trucks would be used for installation of temporary ventilation;
- 10-20 vehicle movements of minor equipment deliveries per day.
- Up to 50 people using the SPA (often lesser numbers). No on-site parking would be provided for any construction personnel.

With the s92 response clarification, we consider that the ITA has suitably described the traffic generating activities, such that the proposal can be considered and assessed from a transportation perspective.

DESCRIPTION OF EXISTING ENVIRONMENT

The existing environment is suitably described in the ITA, and further clarifications have been provided in the s92 response to the request for information.

Other Works in the Area

The ITA (Section 2) identifies that the local environment surrounding the BTC is in the process of transformation, due to a variety of projects (currently and planned to be over the next two years) under construction. The s92 response clarified that most of the major works associated with the Downtown/Quay Street works are substantially complete and would only involve minor and temporary works. Other Britomart works are also not expected to overlap to any significant degree.

Commerce Street Performance

The Existing Environment section of the ITA highlights the multi-functional operation and expectation of Commerce Street. Combined with the s92 response, which provides further description based on observations, it is apparent that the operation of Commerce Street is most constrained during the weekday evening peak period when queuing on Quay Street and Customs Street can influence the safety and

efficiency of the operation of Commerce Street. The morning peak was not identified as particularly busy, although some aspects of traffic management associated with the Works are considered to carry some risk to efficient operation at that time. The inter-peak period (ie between the morning and evening peaks) operates with more efficiently. Bus queuing is generally intermittent during this period.

SCOPE OF EFFECTS ASSESSMENT

The transport content of the AEE is focused on changes to the existing and short-term transport environment associated with the construction related impacts of the NOR. Stantec considers this scope is appropriate based on our understanding of the NOR and the Works proposed.

The AEE (Section 6.2) also briefly sets out the wider benefits of the NOR. Some of these are transport-related and are associated with the broader CRL project benefits across the Auckland CBD. We understand those were evaluated through the original CRL NOR phase, and as such, further assessment in relation to this NOR is not provided nor generally considered necessary.

The ITA has not set out those broader transport benefits. At this time we do not consider it necessary for further assessment of those matters given it is highlighted in the AEE (although the information may be of relevance for later consideration if necessary and through the direct referral process). We understand that this wider-area benefit assessment could be made available at later stages of the current process as required.

SUBMISSIONS

I have reviewed the submissions made in respect of transport matters and comment as follows:

Matters raised in submissions	Comment
<p>Avoiding or managing the effects on the operation of public transport services and safe pedestrian movements, in the vicinity of the Britomart Transport Centre (AT).</p>	<p>The matters of maintaining and promoting the safety and effectiveness of the pedestrian and public transport facilities and network in the local area are considered essential in any management of construction related activity associated with the NOR. These matters are considered important and form the basis of recommendations to achieve the outcomes of the recommended construction traffic management plan approach, and to the extent required to provide the certainty required in the absence of the Outline Plan as sought by CRL.</p>
<p>Restricting construction vehicle and truck movements to and from the site to be via the Commerce Street and Quay Street intersection to minimise effects on bus operations (AT)</p>	<p>Figure 8 of the ITA and the s92 response sets out that all heavy vehicle movement to and from the site will be restricted to occurring via the intersection of Commerce Street and Quay Street. It is therefore understood that this restriction forms part of the proposed Works and therefore does not necessarily require specific additional controls.</p>
<p>Providing for the safety of pedestrians and bus operations by ensuring that trucks will always access Tyler Street in a forward direction (AT)</p>	<p>The recommended conditions of the Alternation to Designation seek to promote the safety of pedestrians via managed of the vehicle movements paths. Some reverse manoeuvring from Commerce Street into Tyler Street is considered appropriate as long as it is accompanied by manual traffic controllers whenever any such manoeuvres take place, and is undertaken as per the</p>

Matters raised in submissions	Comment
	recommendation from the Applicant that it will be restricted to non-peak periods only.
Feasibility of the manoeuvring of construction vehicles on Tyler Street (AT + Body Corp 107678)	The recommended conditions proposed later in this report will require specific consideration of these matters to ensure both vehicular access as well as safe pedestrian passage associated with these properties on the northern side of Tyler Street
The location of the concrete truck waiting area potentially blocking access to the parking/delivery area for Harbour View apartments (AT)	The proposed outcomes proposed to be included in the conditions of Designation seek to ensure that any secondary effects associated with the waiting area for concrete trucks do not interrupt either private access such as the Harbour View Apartments or general pedestrian movements facilities or the efficient movement of buses along and into/out of Commerce Street.
Protection of the Galway Street frontage from construction related activities and parking (Cooper and Co)	As previously noted in respect of the Tyler Street operation, the recommended outcomes to be achieved by the traffic management plans in support of the Alteration seek to provide appropriate outcomes for both the Works and the reasonable access and convenience of land-owners/operators along Galway Street. It is agreed that there should be no parking of concrete or other construction related trucks within Galway Street – such parking/waiting activity should be undertaken outside the Britomart Precinct, however the movement of concrete and other construction-related trucks should be managed in a manner that ensures the reasonable access and convenience of current activities in Galway Street is maintained.
Providing for access to properties on the northern side of Tyler Street at all times (Endeans + Body Corp 107678)	In a similar manner to the discussion relating to Galway Street, the outcomes sought as set out in the later part of this report seek to protect the reasonable needs for access to /from these properties in Tyler Street and to ensure the safety of pedestrian activity across the frontage of these properties is maintained.

PROPOSED TEMPORARY TRAFFIC WORKS

Section 3 of the ITA describes the transport-related components of the proposed temporary traffic works, which is focused on Tyler Street and Commerce Street. Through the correspondence received it is confirmed that the ITA's assessment is based on continued through movement for Commerce Street, and Tyler Street will retain through pedestrian access, and vehicle access to and from properties. The quantity of traffic generated is set out earlier in this memo, as clarified through the s92 response.

Figure 8 of the ITA and the s92 response sets out that all heavy vehicle movement to and from the site are to be restricted to occurring via Commerce Street and Quay Street to and from the east. Existing traffic signals

control the Quay Street / Commerce Street intersection to manage those movements and pedestrian movements across each of the approaches at this intersection.

The assessed traffic-related effects of The Works relate to potential for localised disruption of traffic and pedestrians as a result of:

- Temporary protections of the Works site directly impacting the availability and safety of existing pedestrian routes, and on-street parking, and
- delivery vehicles accessing the site impacting the normal operating conditions of the road carriageway, pedestrian network and adjoining operations of surrounding properties.

The ITA notes (Section 3.4) that the construction methodology for The Works proposes they are to be undertaken from the southern side of Tyler Street. That mirrors the existing worksite extent for the CRL Contract 1 works.

On-site Car Parking

The proposed alteration to Designation makes no provision for on-site car parking for site staff or visitors. Stantec understands that this is not inconsistent with other construction projects in the Auckland CBD, but also that the proposed Traffic Management Plan process provides a mechanism to address parking if it becomes an issue around the site. With the modest staff numbers, we are satisfied that no further detail on parking availability or demands in the vicinity of the Works is required.

Construction Traffic Management Plan

A Construction Traffic Management Plan ("**CTMP**") approach is proposed by CRL which is a typical and generally accepted process for management of traffic effects associated with construction activities. Such plans are normally required in any situation where an activity will temporarily change the operating conditions of a road and associated parts of the transport network (including for pedestrians and public transport elements).

Temporary traffic management plans on roads are typically approved and applied for durations shorter than the anticipated two-year construction period. Having considered the modest scale of change in traffic and infrequent occurrence of higher levels of movement associated with concrete delivery that require management, it is agreed that a temporary traffic management solution is appropriate in this case.

As set out in the s92 response, if the timing/duration of The Works is extended, the level of constructed-related traffic can continue to be managed on a temporary management basis, and would require ongoing traffic management plan approvals by Auckland Transport in its role as Traffic Management Coordinator. We note that a standard requirement of Temporary Traffic Management Plans is to monitor and adapt the provisions to ensure safe operations, with minimal disruption. It is anticipated that there would be suitable review conditions and structures within the existing Designation 2500-1 conditions to achieve this.

From the information provided, Stantec understands that the extent and nature of traffic management required for general deliveries is comparable to existing traffic management approaches adopted for other CBD projects over recent years. As the previous CRL Contract 1 works in the area had a comparable traffic management requirement, and a Temporary Traffic Management Plan has previously been approved and implemented to manage that, a temporary traffic management approach supported and founded upon required outcomes for the management of transport effects via the management plans, is at a general level expected to be workable.

The CTMP framework (as set out at Section 3.5 of the ITA and included as a draft CTMP) is considered broadly suitable to set the overall framework for the preparation of detailed CTMP's through the life of The Works. Through the s92 process further detail was provided to enable consideration of whether practical solutions are achievable to mitigate the effects associated with the generated construction traffic movements and the manoeuvring of heavy and large vehicles.

From the vehicle paths shown in the s92 response, there are some complex movements for both these that will be carried out in the peak periods (within Tyler Street) and those that will be undertaken in the inter-peak period (including reverse movements into Tyler Street). These will require specific temporary traffic management in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management processes, which are to be approved by Auckland Transport, which have a robust process of documentation, approval, implementation and monitoring. An example layout plan previously approved and implemented for reversing a truck into Tyler Street indicates that the required traffic management will be feasible.

It is considered however, that in the absence of more detailed, specific layout plans and temporary traffic management plan documentation at this stage, specific anticipated outcomes should be included in conditions of the Alteration to Designation to ensure the CTMP process is carried out and effective at managing the anticipated effects. As a minimum, this should reference the matters in Section 3.5 of the ITA, and the framework of the CTMP (including objectives included as Appendix A of the ITA).

The following matters (aligning with the discussions held with CRL advisers Flow in relation to the proposed construction traffic management approach) to be included as outcomes to be achieved by the proposed CTMP's:

- Pedestrian accessibility to be maintained throughout the Works, to ensure safety and to maintain access to public transport and adjacent properties.
- Pedestrian movements during concrete delivery manoeuvring are to be controlled, to ensure safety of all users.
- Access to properties in close proximity to the Works (along Tyler Street and Galway Street) will be maintained throughout for both pedestrians and vehicles.
- Management of timing of concrete delivery should be coordinated to minimise impact on the functionality of all modes on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements, including emergency services, access to properties and lastly private car travel. Any required waiting locations for concrete deliveries are to be identified as part of the CTMP. Any required waiting locations (beyond the Britomart precinct) for concrete deliveries are to be identified as part of the CTMP.

Where a change in traffic management from that assessed is a requirement of the Temporary Traffic Management Plan, then the CTMP should be reviewed for effectiveness and updated. It is recommended that an appropriate condition either within the existing Designation or the Alteration be confirmed in this regard to address the requirement to review and update CTMP's to address changes in circumstances.

SUMMARY

We have considered the ITA and CTMP framework included with the NOR Application, together with the s92 responses. We are satisfied processes are available to enable the activity described, which is essentially temporary, to be carried out in a manner that retains suitable safe and effective operation of the transport network. To achieve that outcome, detailed Temporary Traffic Management Plan processes will need to be followed, implementing the general provisions of the CTMP in accordance with the Waka Kotahi Code of Practice for Temporary Traffic Management.

It is considered that a robust condition is warranted to ensure that the proposed CTMP process, and subsequent detailed temporary traffic management plan processes are both set-up via the key outcomes that will be the basis of the formulation of the specific CTMP's and are required to deliver.

Stantec New Zealand

**Appendix H – City Rail Link Designation 2501 (Britomart Alteration) –
Review of construction noise and vibration effects, dated 24 August
2021**

24 August 2021

Auckland Council
C/- Chris Scrafton
Beca

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W. www.stylesgroup.co.nz
Saatchi & Saatchi Building,
L2, 125 The Strand, Parnell
PO Box 37857, Parnell,
Auckland 1151

By email: chris.scrafton@beca.com

Dear Chris,

City Rail Link Designation 2501 (Britomart Alteration) – Review of construction noise and vibration effects

Introduction

Styles Group has been engaged by the Auckland Council to undertake a review of the construction noise and vibration effects associated with the proposal to alter Designation 2501 at Britomart.

This review has been prepared following my review of the following primary documents:

- CRL BTC Designation Alteration Construction Noise Assessment, Rp 001 20210287, 21 August 2021, Marshall Day Acoustics (the **Assessment**)
- CRL BTC Designation Alteration Construction Noise Management Plan, Rp 002 20210287, 21 August 2021, Marshall Day Acoustics (the **CNMP**)
- Various responses to the Council's request for further information from CRL, including their formal responses dated 26 July 2021 and various emails from Helen McClean and James Whitlock (collectively, the **s92 Responses**)
- The draft proposed conditions provided by CRL to the Council by email on 23 August 2021 (the **Conditions**)

The objective of this review is to set out whether the Assessment and s92 Responses can collectively be relied on for a full understanding of the construction noise effects of the proposal, and whether the Conditions and CNMP can be relied on to effectively manage those effects.

Construction noise level sources and predictions

I understand from the Council team generally that the description of the alteration contained in sections 1 and 2 of the Assessment are accurate and can be relied on to inform the construction noise assessment generally.

I agree with section 2.2 of the Assessment that the 'high noise' activities requiring careful consideration are concrete pumping and the use of ventilation fans. I agree with the Assessment

that any other activities will easily comply with a reasonable level of noise and do not require further consideration.

I note that the two noise sources of primary interest have not been measured by the applicant and its' advisors. Instead, published data is relied on for the noise level predictions. The noise levels for the concrete deliveries has been sourced from British Standard BS5228-1:2009 and the source data for the fans has been sourced from "the mechanical engineer". This introduces a degree of uncertainty in the assessment. As a general principle I consider that the uncertainties in the source data can be managed by effective conditions of consent.

Aside from the uncertainties in the source data, I consider that the noise level predictions set out in the Assessment are sufficiently accurate for this process.

I agree with the predicted noise levels set out in Table 3 of the Assessment, and I agree in general terms with the assessment of effects in Section 4.3 of the Assessment.

Concrete deliveries

The Assessment states that there could be up to 45 days on which concrete deliveries occur, and that on a peak day there could be up to forty deliveries per day at a rate of three to four per hour.

The predicted noise level deliveries are set out in Table 3 of the Assessment. The noise levels at 148 and 152 Quay Street are predicted to be 76dB L_{Aeq} and 73dB L_{Aeq} respectively. The Assessment states that the noise levels at the façade of 148 Quay Street only exceed the permitted noise limit in the AUP and the standard Project Noise Limits in the relevant CRL designation conditions by 1dB.

I agree that the infringement of 1dB is marginal, and that the difference between a compliant level and the predicted level will not be noticeable to any receiver. However, a noise level of 75-76dB L_{Aeq} still has the potential generate an appreciable level of adverse effects. This is especially so given that the concrete deliveries may be noisy for large durations in the day, and that there may be up to 45 days when the deliveries take place. I consider that the effects could be disruptive at these levels and intensities, and care should be taken to ensure that the best practicable option has been identified and adopted.

The CNMP states at section 3.5 that the delivery area will need to be screened using acoustically effective screens. Section 3.5 of the CNMP sets out the minimum specification for the screens at 2m high and states that additional or higher barriers to reduce the noise levels further and to mitigate the effects on upper floors (elevated receivers). Section 4.4 of the Assessment states that:

"A taller barrier will require a wider base support structure, and the practicability of this must be assessed once the site is established."

This flexibility makes it difficult to understand whether 2m high screens represent the best practicable option at this stage.

The Council sought further information on the different options for screening the buildings at 148 and 152 Quay Street to gain confidence that the best practicable option had been identified and specified. The responses (including by email) state that additional screening of the concrete

delivery area is difficult and severely constrained by space and that a partial enclosure or higher barrier is currently deemed impracticable.

I consider that there could be considerable benefit from additional screening of the concrete delivery area, with a partial enclosure / roof being likely to provide an additional 8-10dB of screening. This would subjectively reduce the noise levels by around half. I consider that such a reduction in effects is worthwhile pursuing given the duration and intensity of the noise levels proposed in this alteration.

I recommend that the Requiring Authority demonstrate that additional screening is practicable or not at this stage of the process if that is possible.

Ventilation fans

The noise levels from the ventilation fans are expected to comply with the AUP construction standards by a significant margin. The Assessment states that they will run 24 hours per day, every day for the duration of the support works.

It is my experience that noise sources that operate constantly have a much greater potential to generate adverse reaction and disruption compared to noise sources that operate intermittently. The Assessment appears to agree and has paid extra attention to the fan noise despite the generous margin of compliance that has been predicted.

I consider that the constant noise of the fans would generate considerable adverse reaction and likely be unreasonable if it were to reach the permitted noise standards in the AUP or in the CRL Designation conditions. I consider that it is important to control the fan noise to be approximately consistent with the noise level predictions in the Assessment to avoid this occurring. Given that the assessment of noise effects has been based on the fan noise being controlled to modest levels through careful fan specification and the use of large silencers, I consider that the designation conditions should be designed to ensure that this outcome is delivered.

I consider that the noise levels from the fans will be reasonable if they are controlled to be approximately no greater than the levels specified in table 3 of the Assessment.

Noise management and mitigation

I agree with the Assessment and the CNMP with regard to the noise mitigation and management measures that are proposed. I consider that the noise management measures reflect current best practice.

The only issue in respect of mitigation is confirming whether additional screening of the concrete delivery area is practicable to achieve, as set out above.

Conditions

I note that the proposed draft designation conditions do not specify any noise limits or mandate any of the recommendations in the Assessment or CNMP, other than condition 3W that requires attenuation devices to be fitted to the ventilation fans.

I consider that the proposed conditions should ensure that the noise effects are no greater than what has deemed to be reasonable by the Assessment and this review.

Along with conditions controlling the hours of work (for concrete deliveries) and the implementation of the CNMP, I consider that the most effective way to ensure the effects are consistent with what has been assessed is to require compliance with noise limits. The noise limits need to be set slightly above the predicted noise levels to ensure there is a degree of flexibility to allow for the inherent variability in construction noise activities, predictions and noise measurements.

I recommend that the noise limits are based on the predictions set out in Table 3 of the Assessment as a starting point. I propose the following condition. Text in << >> is to be confirmed by others.

- X) *The noise level arising from works <<define scope of works the condition applies to>> shall not exceed the noise limits in the following table:*

Receiver	Noise limit for concrete pumping	Noise limit for ventilation fans
2 Queen Street	70dB L_{Aeq} and 85dB L_{AFmax}	
152 Quay Street	75dB L_{Aeq} and 90dB L_{AFmax}	
148 Quay Street	80dB L_{Aeq} and 95dB L_{AFmax}	
8 Customs St East	70dB L_{Aeq} and 85dB L_{AFmax}	45dB L_{Aeq}
10 Customs St East	70dB L_{Aeq} and 85dB L_{AFmax}	
2 Commerce Street	70dB L_{Aeq} and 85dB L_{AFmax}	
25 Galway Street	70dB L_{Aeq} and 85dB L_{AFmax}	

Noise levels shall be measured and assessed in accordance with the requirements of E25.6.1.

I am open to discussing alternative conditions that would ensure the effects are no greater than what has been assessed generally.

Please contact me if you require any further information.

Yours sincerely,



Jon Styles, MASNZ
Director and Principal

Appendix I – City Rail Link Limited Response, dated 27 August 2021

27 August 2021

Plans and Places
Auckland Council
Level 24, 135 Albert Street Auckland Central

Attention: Chris Scrafton

Dear Chris,

Response to clarifications on Notice of Requirement to Alter City Rail Link Limited Designation 2501 in the Auckland Unitary Plan (Operative in Part)

We write in response to your 5 August 2021 request for clarifications in respect of the City Rail Link Limited (CRL) 'Notice of a Requirement to Alter City Rail Link Limited Designation 2501 in the Auckland Unitary Plan (Operative in Part)'.

1. Construction Noise

Auckland Council request for clarification

A more robust consideration of a taller screen/barrier (higher than 2m) is needed as part of the BPO assessment rather than deferring this matter to when the site is established (as currently intended in Section 3.5 of CNMP). If a taller screen has been identified as the BPO, this will also require updates to the CNMP.

Response

The CRL project noise specialist (James Whitlock from Marshall Day Acoustics) confirms that a 10-metre high acoustic barrier (which is taller than would be practicable) was modelled. Soundsplash images for a 2-metre and 10-metre high barrier are shown respectively in Figure 1 and Figure 2 below. The images illustrate that even a 10-metre high barrier cannot achieve compliance on the façade of buildings on the north side of Tyler Street due to the geometry of the situation. As a higher barrier would not provide any additional benefit, it is considered that a 2-metre barrier is the best practicable option.

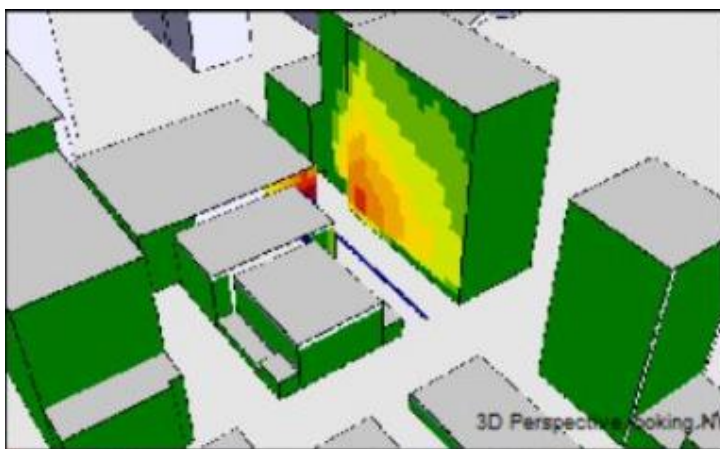


Figure 1 Soundsplash image for a 2 metre high noise barrier

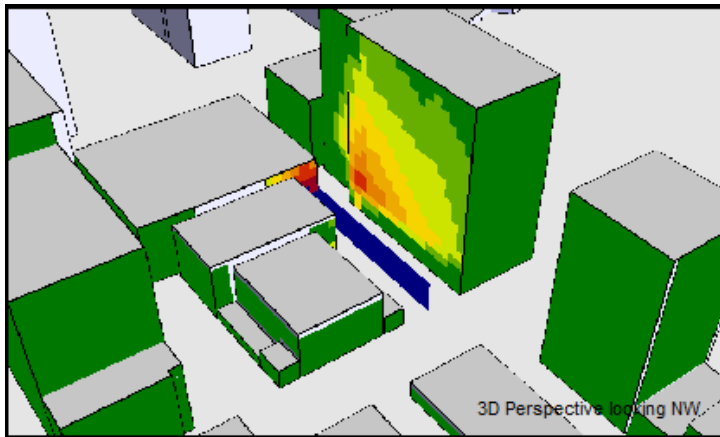


Figure 2 Soundsplash image for a 10 metre high noise barrier

A partial acoustic enclosure was not modelled by the noise specialist as the construction team have confirmed it is infeasible to establish an enclosure in this area of the proposed site compound, due to both vertical and horizontal space constraints. Within the same area, the construction team must allow for:

- Access space for the Britomart Station emergency fire panel that is located at the north-western corner of the Glasshouse.
- An access route and site entry point for construction staff entering the underground works via the north-eastern corner of the former Chief Post Office (CPO) building.
- A gantry structure to house the proposed ventilation fan at the northern end of the Glasshouse, which will double as storage space underneath.
- Available space for deliveries, concrete pumps and other equipment.
- Lifting equipment that requires vertical clearances to crane materials down into the underground works via the north-eastern corner of the Glasshouse.

These activities are described in detail in the Link Alliance 'Constructability Report' (25 June 2021) that accompanies and forms part of the CRL Notice of Requirement (for example, the photograph in Figure 3.5 of the Constructability Report illustrates the vertical clearance required for major crane deliveries).

If a fixed structure such as a partial enclosure was to be introduced in this immediate area, it would hinder the construction team's ability to undertake the Works. Tyler Street is the main area for material deliveries and the aim of the proposed moveable site compound fence is to provide ease of access and the ability to manoeuvre in a constrained space. The acoustic barrier will be integrated with the site compound fence along Tyler Street.

In addition, as Tyler Street will remain open to other vehicles, we will need to ensure construction and general traffic in the area is safely managed. Introducing a fixed structure, that may need to extend out beyond the northern boundary of the site compound because of the space constraints described above, would restrict the ability of the construction team to safely manage traffic and maintain access in Tyler Street.

We refer to the Concrete Truck Tracking drawings in Attachment 2 of the section 92 response dated 26 July 2021, which further illustrate the space constraints of this part of the site. These drawings are reattached as **Attachment 1** for ease of reference.

Updated copies of the Construction Noise Assessment and Construction Noise Management Plan are included as **Attachments 2** and **3** to address the amendment of the Saturday start time for concrete pumping activities to 7am (refer section 2.3 of the Noise Assessment and section 1.4 of the Management Plan). We note low noise generating site setup activities would commence at the earlier 6.30am time on a Saturday in accordance with the Auckland Unitary Plan standards.

2. Construction Traffic

Auckland Council request for clarification

Additional matters to be addressed by the CTMP:

- *Locations of any footpath closures and/or pram crossings to be closed*
- *Methods to be employed to avoid or minimise the effect of queuing generated at or beyond Tyler/Commerce intersection and into Quay Street, including interactions with bus and pedestrian/cyclist usage of Commerce Street and Quay Street*
- *Methods to be employed to avoid or minimise conflict with buses stopped in Commerce Street both at the mid-block signals and at the bus stops*
- *Details of the proposed construction traffic management techniques. This should include the location and mode of operation of the manual traffic controllers within Tyler Street and Commerce Street for when reverse manoeuvres of concrete trucks occur, to avoid or minimise effects on the public usage (all road users) of Tyler Street and Commerce Street.*

Response

The CRL project traffic expert (Ian Clark from Flow Transportation Specialists) and the Auckland Council traffic expert (Don McKenzie from Stantec) have discussed the matters raised relating to the Construction Traffic Management Plan (**CTMP**), and have agreed that these matters can be addressed by adding further detail within the CTMP conditions. Therefore, the following matters are included in a revised set of draft conditions, provided as **Attachment 4**:

- To ensure safety of all users, pedestrian movements during concrete delivery manoeuvring shall be controlled.
- The existing pedestrian access to Britomart Station, through the Chief Post Office building, shall be maintained.
- Vehicles associated with the Works shall not reverse into Tyler or Galway Streets during weekday peak traffic periods of 7.00am to 9.30am and 3.00pm to 6.00pm, unless agreed with the Auckland Transport corridor access team prior.
- Concrete delivery shall be coordinated to minimise impact on the functionality of all modes on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements including emergency services, access to properties and lastly private car travel.
- To avoid more than one concrete truck in the Station Plaza site compound and one in the Tyler Street concrete truck waiting area at any one time, any required remote waiting locations for concrete trucks shall be identified.

The CTMP will be updated to incorporate these and any additional points following stakeholder feedback and reissued once the anticipated Court mediation process is completed.

3. Construction Environmental Management Plan

Auckland Council request for clarification

Additional matters to be considered in the CEMP:

- *Confirmation that the CCP Complaints process will apply to the works.*
- *Details of the measures to keep the construction area in a tidy condition including measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.*
- *Details of how the construction areas are to be fenced and kept secure from the public and the location of temporary acoustic fences and visual barriers*
- *Details of the methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.*
- *Details of the methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.*

Response

As with the CTMP the Construction Environmental Management Plan (**CEMP**) will be updated and reissued once the anticipated court mediation process is completed. In the interim we confirm as follows:

- The process for addressing complaints is described in Sections 4 and 5.3.5 of the CEMP (dated 25 June 2021). CRL will clarify the ongoing communication and engagement to be undertaken during the course of the Works (which needs to be co-ordinated with the communication and engagement for other CRL construction works at Britomart) and additional material will be included in the amended CEMP.
- Section 4.1.2 'Specific Roles and Responsibilities' and Section 4.2 'Training and Induction' of the CEMP describe the responsibilities and actions necessary to maintain the site compound and surrounding area in good order. The amended CEMP will include specific references to the requirement to keep the site tidy by undertaking daily inspections and carrying out remedial actions as necessary to remove graffiti and refuse.
- The site compound fence is generally identified by the green dashed line on Figure 2-2 of the CEMP (noting there will be no fence where the wall of an existing building denotes the boundary of the work site). The acoustic barrier will be integrated with the site compound fence and will extend along the Tyler Street boundary. The amended CEMP will specify the design of the compound fence and will clearly label its location, including the acoustic barrier locations, on Figure 2-2.
- The external perimeter of the site compound and surrounding streets will be appropriately illuminated at night, for security and wayfinding purposes. When artificial construction lighting is required in external workspaces, particularly during the winter months, management of glare and spill light will be required. The amended CEMP will include details of how the lighting of external workspaces is to be managed.
- Minimal amounts of hazardous substances will be stored on-site, and these will be kept in a dedicated 10-foot container within the Station Plaza Accommodation building. Hazardous substances will be limited to a 10-litre fuel container and oils for handheld power tools. Larger equipment brought to site for specific construction support activities (e.g. concrete pump) will

have its own fuel source and be removed at the completion of the task. The amended CEMP will include additional details of hazardous substances storage and management. It is noted that Section 5.3 of the CEMP already outlines 'Emergency and Incident Response' provisions, including spill response procedures.

Please do not hesitate to contact me should further clarification be required.

Yours sincerely,

A handwritten signature in black ink, appearing to be "R. Jenkins".

Richard Jenkins
Principal Planner
M: + 64 21 870 124
E: richard.jenkins@cityraillink.govt.nz

Enclosed:

Attachment 1: Concrete Truck Tracking drawings

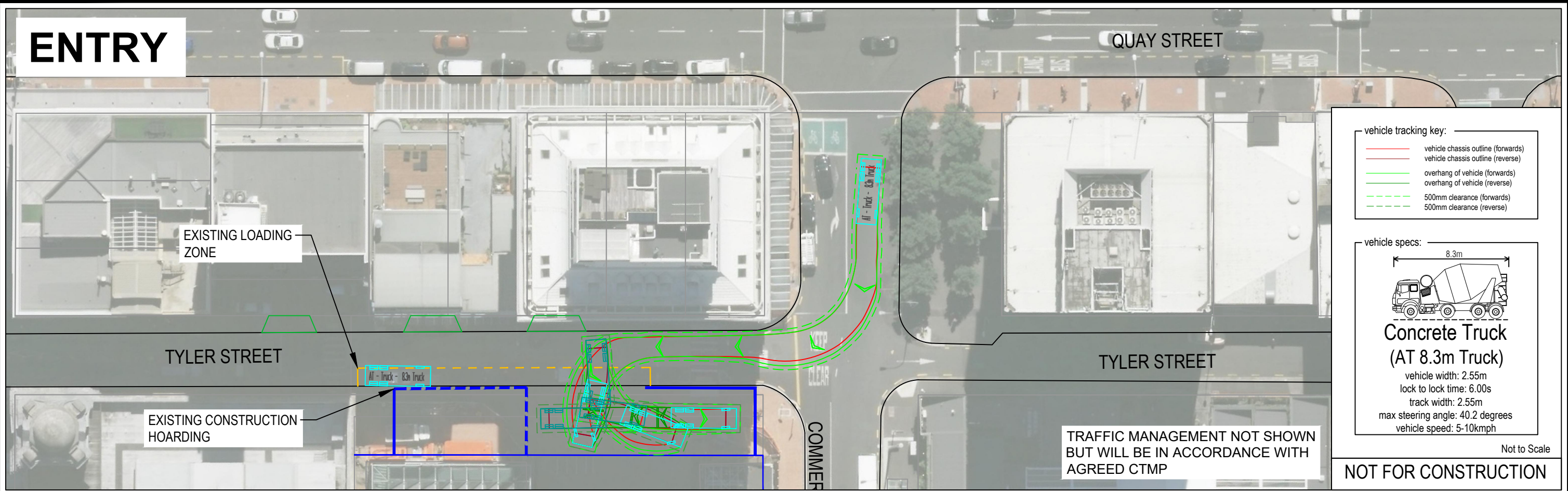
Attachment 2: Construction Noise Assessment, dated 21 August 2021, Revision 5

Attachment 3: Construction Noise Management Plan, dated 21 August 2021, Revision 5

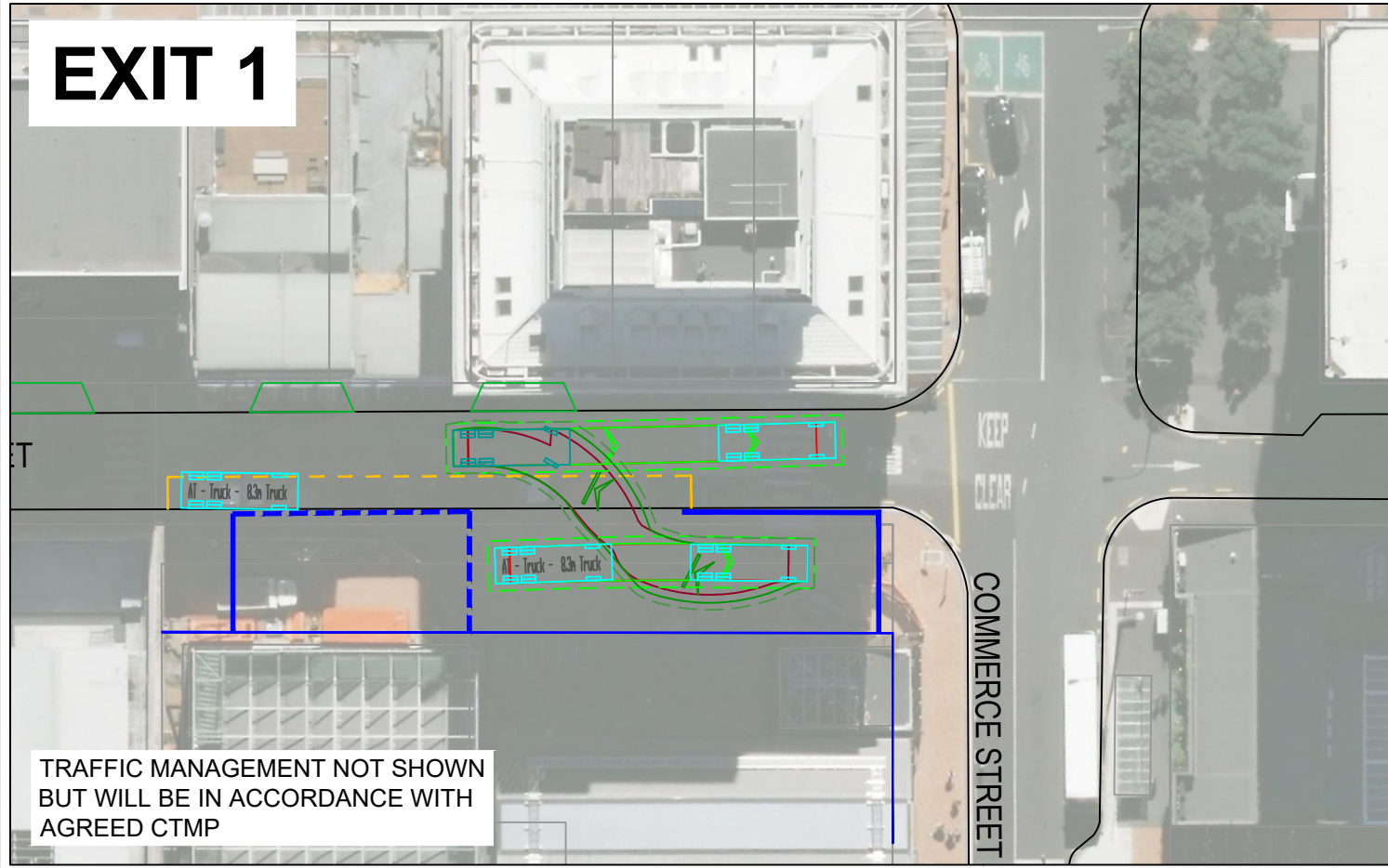
Attachment 4: CRL BTC Draft NoR Conditions 23 August 2021

Attachment 1: Concrete Truck Tracking drawings

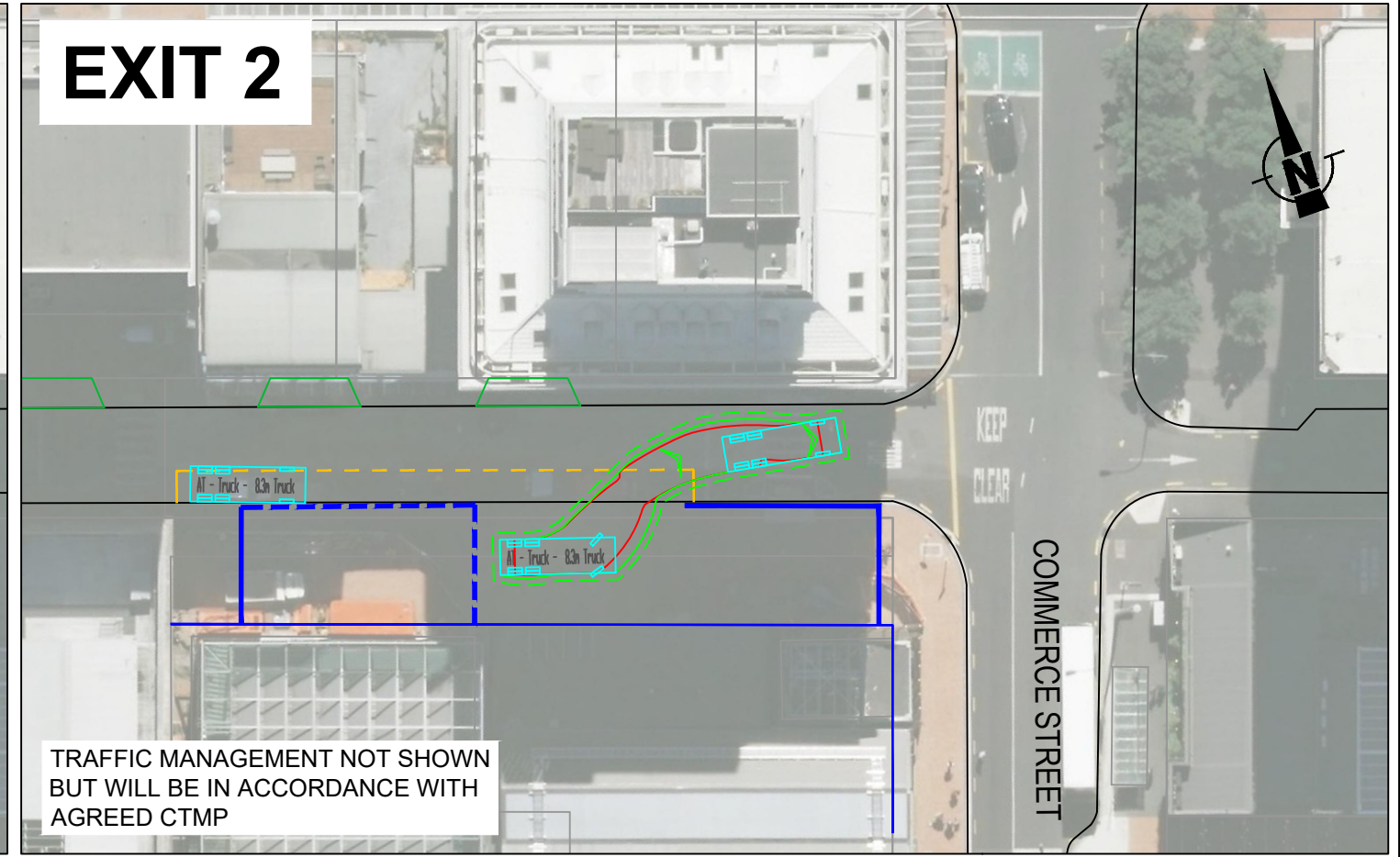
ENTRY



EXIT 1



EXIT 2



01 of 02 sheets

scale: 1:500 @A3 design: cs
 ref: ATCR007-D001- drawn: cs
 revision: 0 checked: ic

rev	status	issued
0	First Issue	16/07/2021

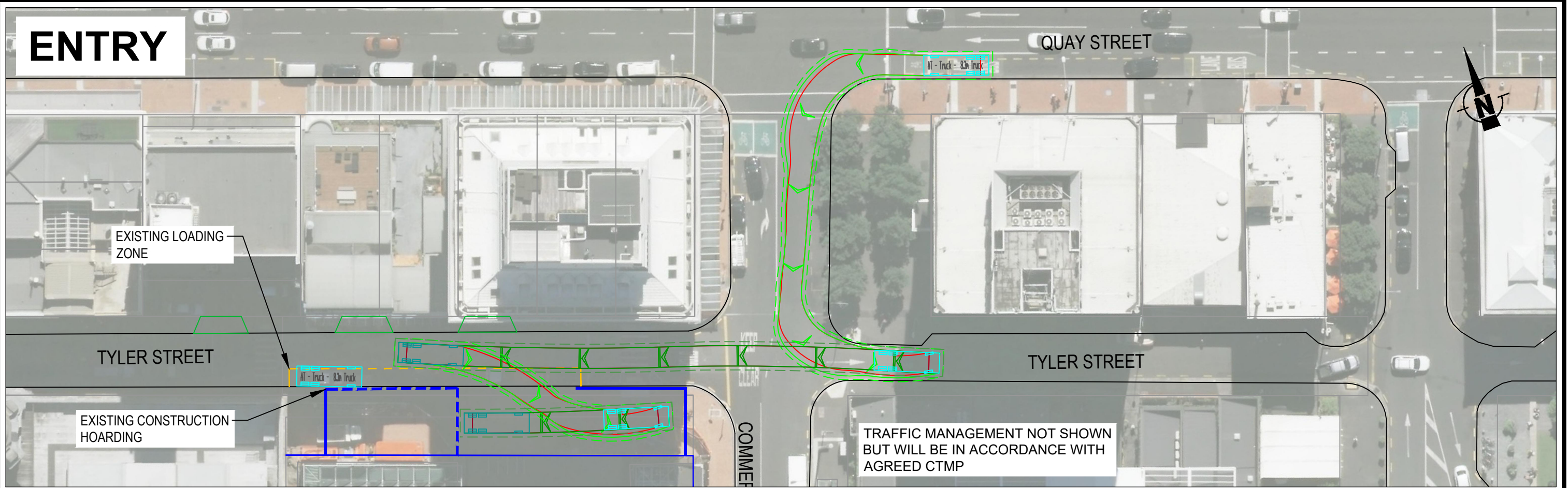


Britomart NOR CTMP Concrete Truck Tracking (Peak)

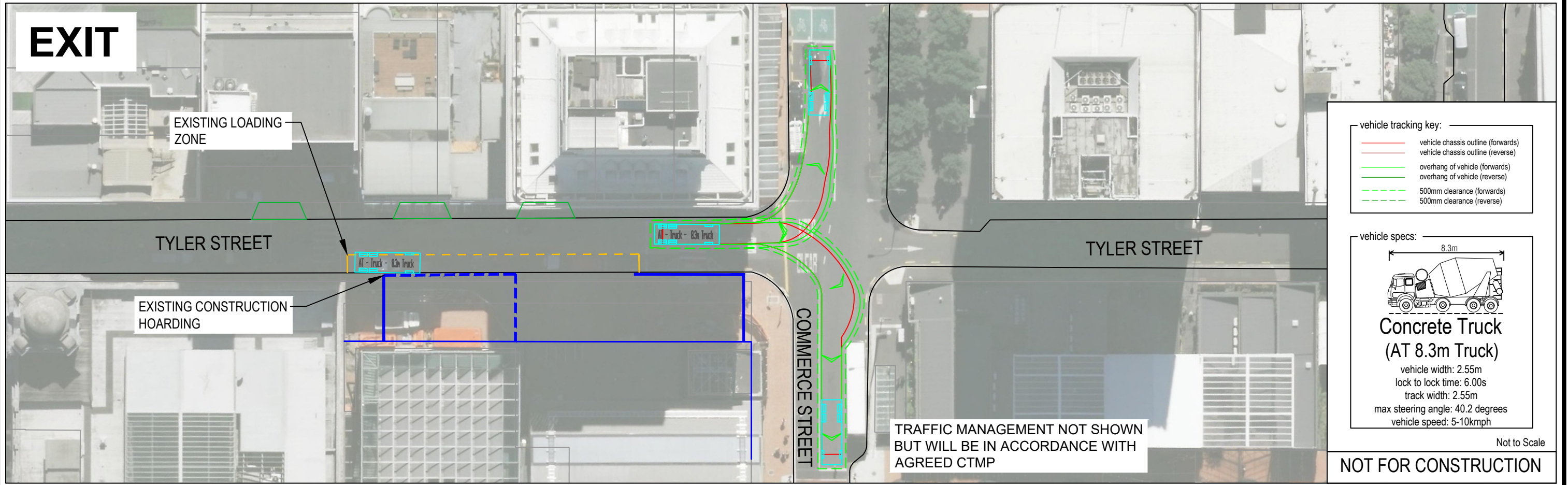


Level 1, 11 Blake Street, Ponsonby, Auckland | PO Box 47497 Ponsonby
 p 09 970 3820 | f 09 970 3890 | www.flownz.com

ENTRY



EXIT



vehicle tracking key:

- vehicle chassis outline (forwards)
- vehicle chassis outline (reverse)
- overhang of vehicle (forwards)
- overhang of vehicle (reverse)
- - - 500mm clearance (forwards)
- - - 500mm clearance (reverse)

vehicle specs:

Concrete Truck (AT 8.3m Truck)

- vehicle width: 2.55m
- lock to lock time: 6.00s
- track width: 2.55m
- max steering angle: 40.2 degrees
- vehicle speed: 5-10kmph

Not to Scale

NOT FOR CONSTRUCTION

TRAFFIC MANAGEMENT NOT SHOWN BUT WILL BE IN ACCORDANCE WITH AGREED CTMP

TRAFFIC MANAGEMENT NOT SHOWN BUT WILL BE IN ACCORDANCE WITH AGREED CTMP

02 of 02 sheets

scale: 1:500 @A3 design: cs
 ref: ATCR007-D001- drawn: cs
 revision: 0 checked: ic

rev	status	issued
0	First Issue	16/07/2021



Britomart NOR CTMP Concrete Truck Tracking (Interpeak)

Attachment 2: Construction Noise Assessment



Project: CRL – BTC DESIGNATION ALTERATION NOISE ASSESSMENT

Prepared for: Aurecon
PO Box 9762
Newmarket
Auckland 1149

Attention: Helen McLean

Report No.: Rp 001 20210287

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Draft	-	For client comment	20 April 2021	James Whitlock	Craig Fitzgerald
Approved	r01	Following client review and methodology update	10 June 2021	James Whitlock	Consenting team
Approved	r02	Updated programme and concrete details	15 June 2021	James Whitlock	Consenting team
Approved	r03	Updated wording	22 June 2021	James Whitlock	-
Approved	r04	S92 response	20 July 2021	James Whitlock	Council expert
Approved	r05	Update working hours	21 August	James Whitlock	-

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APPENDIX A GLOSSARY OF TERMINOLOGY

APPENDIX B NOISE CONTOURS

1.0 SUMMARY

This noise assessment supports the City Rail Link Limited (CRL) Notice of Requirement (NOR) to alter CRL Designation 2501 at Britomart Station pursuant to section 181(1) of the Resource Management Act 1991 (RMA).

The purpose of the alteration is to provide for retention of the Station Plaza Accommodation (SPA) building, so that the building and surrounding Station Plaza area can be used as a construction support facility for works in the CRL tunnels located within the adjoining Designation 2500-1 to the west.

A full description of the activities associated with the NOR is contained in the Assessment of Effects on the Environment (AEE), Form 18 and Constructability Report (Appendix A to the AEE).

This report on construction noise forms part of a suite of technical reports that accompany and form part of the NOR. Its purpose is to assess the potential construction noise effects of the NOR works within and outside Designation 2501, and to recommend mitigation and management measures to address potential adverse effects.

We predict that all construction support activities will comply with relevant noise limits, except concrete pumping which may marginally exceed at 2 – 4 apartments in the 148 Quay St apartments overlooking the site. These potential exceedances will be managed by a Construction Noise Management Plan (CNMP).

None of the proposed activities generate high vibration levels, and we predict compliance with all relevant cosmetic building damage (including heritage limits for the AUP Historic Heritage Overlay) and vibration amenity standards. So, in this report we have only addressed construction noise.

2.0 PROPOSED CONSTRUCTION SUPPORT ACTIVITIES

2.1 Site

In summary, the construction support activities associated with the NOR ('the Works') are:

- Site office, worker accommodation and some storage of materials within the SPA building
- Establishing and operating ventilation equipment in the Station Plaza area (to provide ventilation for workers in the CRL tunnels to the west)
- Access for workers and deliveries of equipment and materials via the Glasshouse and former Chief Post Office (CPO) building
- Receiving and pumping concrete into the CRL tunnels (to construct the railway track bed) from the Station Plaza area in Tyler Street

The location of the Works associated with the NOR is shown in Figure 1 overleaf.

2.2 High noise activities

Of the Works listed in Section 2.1, only the concrete pumping and ventilation fans are high noise activities. All other activities are predicted to generally comply with the construction noise rules (refer Section 3.0).

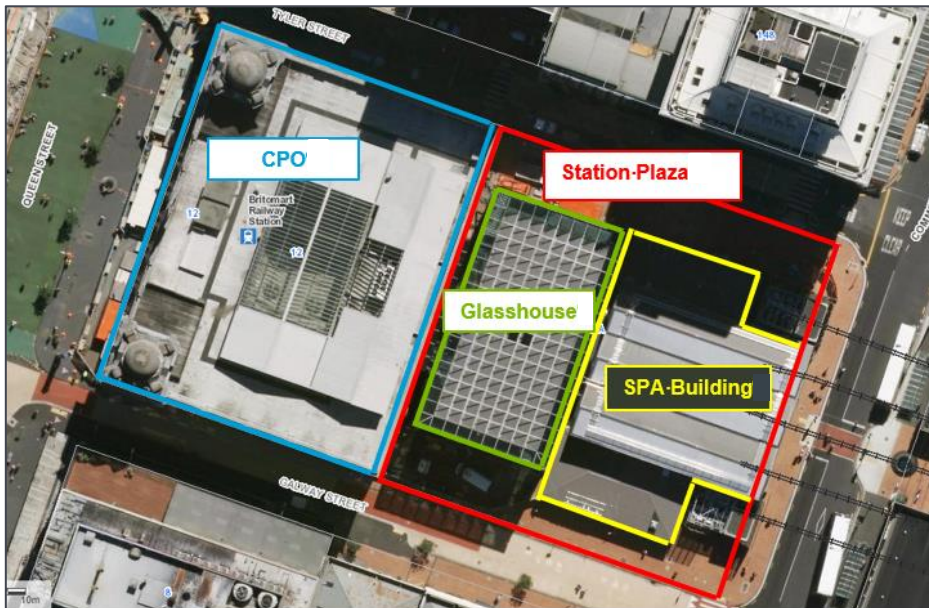
We sourced noise level data for concrete pumping from British Standard BS 5228-1:2009. The data includes a concrete truck, pump and agitator.

Noise level data for the ventilation fans were provided by the mechanical engineer. The fans are Cogemacoustic axial fans with an airflow of 28 m³/s, fitted with an acoustic attenuator (1.6m x 1.6m x 1.5m).

The engineer stated each fan would generate 52.4 dB L_{Aeq} at 10 metres. This is not a particularly high noise level, but we assessed it because the fans will operate 24/7.

The noise level data for these sources are shown in Table 2 (Section 4.0).

Figure 1: Station Plaza and Station Plaza Accommodation (SPA) building at Britomart Transport Centre



2.3 Works timeframe and hours of operation

We understand that, subject to the NoR being confirmed, the Works will follow on directly from the current CRL C1¹ project works in the area and extend through to Q4 2023.

Quiet work inside the SPA, Glasshouse, and down on track level will occur 24/7, as it does currently for the CRL C1 project. This work readily complies with the limits in Section 3.0, is generally inaudible for neighbours, and will continue as such.

The ventilation fans will also run 24/7, so must comply with the night-time limits in Table 1.

The concrete delivery will be in two stages, as follows:

- Stage 1 – 50/50 split between Aotea Station end of the tunnels (already provided for by CRL Designation 2500-1) and Britomart Station. Assuming a worst-case scenario, Aotea Station delivery (15 days) would be Q4 2021 and Britomart delivery (20 days) would be in Q1 2022
- Stage 2 – Britomart delivery only in Q2 2022. Delivery would occur over 20 days, with deliveries every second day i.e. 10 delivery days

On concrete delivery days, pumping will occur between 6.30am – 9pm Monday to Friday and 7am – 9pm Saturday, but in the event of on-site delays could extend to 10.30pm Monday to Saturday i.e. still within the AUP daytime hours (refer Table 1). We understand that a peak day would involve up to 40 concrete truck loads (3 – 4 trucks per hour).

Note that truck arrival and departure is quieter than the concrete pouring activity itself.

3.0 NOISE PERFORMANCE STANDARDS

The Britomart Designation 2501 construction noise and vibration conditions don't apply to the Works, so we have assessed noise according to the permitted activity levels in the Auckland Unitary Plan (AUP).

¹ CRL Contract 1 (C1) project is the construction contract name for CRL works in the CPO and lower Queen Street

The Station Plaza and all surrounding sites are zoned *Business – City Centre* in the AUP. This means that the construction noise levels from AUP Table E25.6.28.2 apply (at 1 metre from the façade of any neighbouring building) – refer Table 1 below. The most relevant limits are shown in bold font.

Table 1: Construction noise limits (from AUP Table E25.6.28.2)

Construction of 15 consecutive calendar days or more (total duration of works)		
Time	L _{Aeq(30 min)}	L _{AFmax}
Monday to Friday 6.30am – 10.30pm	75 dB	90 dB
Saturday 7am – 11pm	80 dB	90 dB
Sunday 9am – 7pm	65 dB	85 dB
All other times (night-time)	60 dB	75 dB

4.0 PREDICTED NOISE LEVELS

4.1 Noise source data

Table 2 shows the noise source data for concrete pumping and ventilation fans, predicted levels at various distances and the setback distances needed to comply with the limits.

Table 2: Data for high noise equipment

Equipment	Sound Power Level (dB L _{Aeq})	Noise Level (dB L _{Aeq})			Setback (m)	
		10 m	20 m	50 m	Daytime 75 dB L _{Aeq}	Night-time 60 dB L _{Aeq}
Concrete truck and pump discharging	103	68	62	53	14	N/A
Ventilation fan (with attenuator)	77	52	46	37	1	4

4.2 Noise levels at neighbouring receivers

Table 3 shows the predicted noise levels at 1 metre from the façades of neighbouring buildings. The potential exceedances are shaded grey.

We understand that a 2 metre site hoarding is proposed along the Tyler St footpath and we have included this in the model. It helps to mitigate noise levels to the ground floor of adjacent buildings, and for passing pedestrians. It won't mitigate noise to upper levels because they are high enough to see over the barrier.

Table 1: Predicted noise levels

Receiver	Predicted noise level (dB L _{Aeq})		Compliant?
	Concrete pumping	Vent fan	
2 Queen St	63	36	Yes
152 Quay St	73	36	Yes
148 Quay St	76	41	No
8 Customs St East	59	36	Yes
10 Customs St East	59	40	Yes
2 Commerce St	64	< 35	Yes
25 Galway St	64	< 35	Yes

Appendix B shows indicative noise contour maps for each activity. The maps show how the sound propagates from source to receivers, and the neighbouring buildings are coloured according to the highest noise level incident on their façade. The insert in each plan shows a 3D ‘soundsplash’ of how the sound projects up the building façades.

The results show that concrete pumping may marginally exceed the construction noise limit at one building (148 Quay Street) and that operation of the ventilation fans will readily comply 24/7.

We understand that 148 Quay Street is an apartment building, with carparking and retail on the ground and first floor. Exceedance is only predicted to the first and second floors at the western end of the building – refer the soundsplash insert. These receivers (perhaps one or two apartments) are directly adjacent the concrete pump, and look over the 2m site hoarding.

4.3 Potential effects on neighbours

The apartments at 148 Quay Street don’t have balconies. The façade is concrete with windows, some of which are openable.

A façade of this type would typically provide 25 – 30 decibels sound reduction. This means that the predicted 76 dB at the façade would translate to 46 – 51 dB inside the apartment.

The responses of building occupants vary person to person. In our experience we have found that with effective prior engagement, levels of around 45 – 50 dB L_{Aeq} are typically acceptable, but concentration and communication may begin to be affected.

4.4 Mitigation options

Our recommend mitigation measures are summarised in Section 5.0 below.

The primary mitigation tool is the CNMP, which sets out in detail how to manage noise from the site. In terms of other mitigation on site, the consenting team investigated the following:

- Alternative concrete delivery methods, including pumping all concrete from Aotea Station, gravity feeding and rail-based delivery at Britomart (refer Constructability Report (RS140621))
- Alternative barriers at the concrete pumping site, including an enclosure, cantilevered barriers and larger barriers on the ground
- Reorienting the concrete pump to facilitate better acoustic shielding

These options were dismissed for reasons including space constraints, risks around compromising the concrete’s physical properties and cost-benefit – noting that we predict only a 1 decibel exceedance at 148 Quay St.

We note that Section 3.5 of the CNMP addresses the site hoarding, and says it should be 'higher than 2 metres if practicable (within space constraints) to block line-of-sight'. A taller barrier will require a wider base support structure, and the practicability of this must be assessed once the site is established.

We consider that the selected mitigation measures are the best practicable option, given the modest non-compliance we have predicted.

5.0 RECOMMENDATIONS

We predict that proposed Works activity will comply with the AUP permitted noise standards except concrete pumping. This activity may marginally exceed the AUP permitted construction noise levels at a few apartments on Tyler Street that overlook the site.

Concrete pumping will only occur during the daytime, and for a few weeks at a time, so despite the potential exceedances we consider that the effects will be reasonable.

The neighbours adjacent to these activities are the same as for the CRL C1 project. The scale of construction activity, and therefore the noise levels, from the proposed Works will generally be less than from CRL C1.

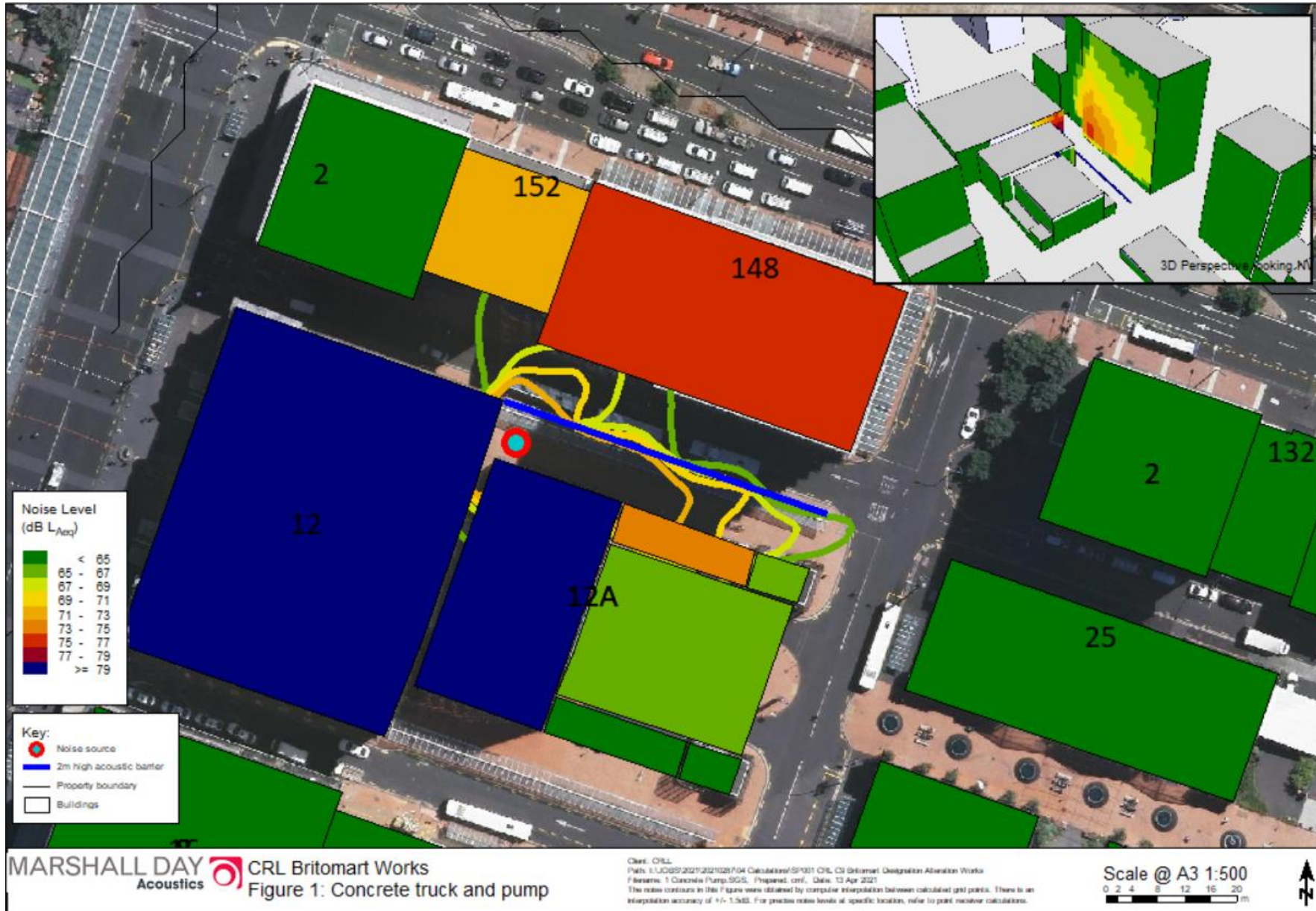
However, the neighbours will be accustomed to a certain level of consultation and construction management. We understand that during the C1 works, the neighbours identified communication and consultation as a key measure for managing construction effects and expectations. So, despite likely changes in construction personnel and activity types, and lesser noise effects, we recommend transitioning to the proposed Works with the following mitigation and management measures in place:

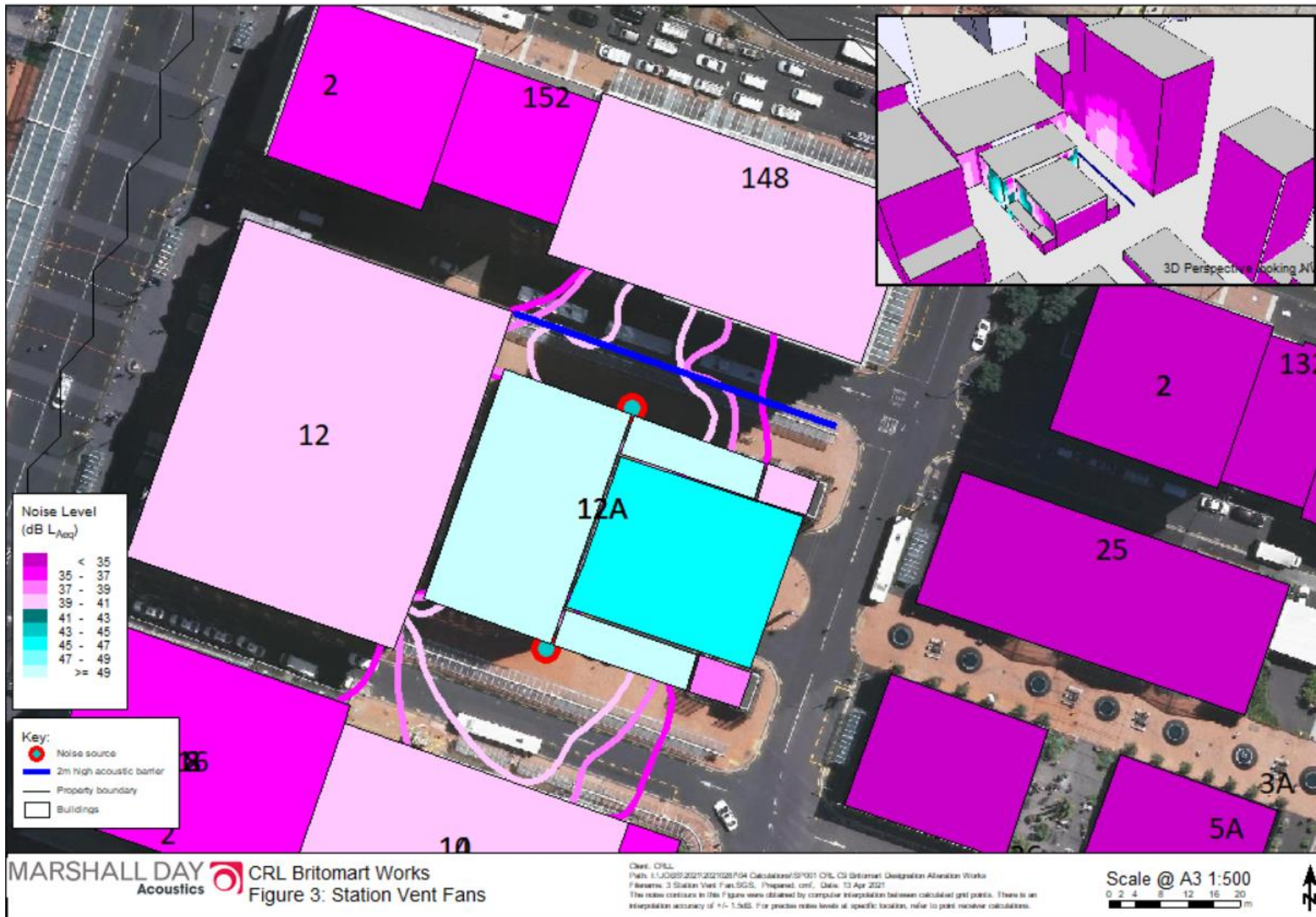
- A CNMP that sets out the mitigation and management framework to manage effects according to the best practicable option (BPO). A draft CNMP (dated 10 June 2021) accompanies the NoR (contained within the Construction Environmental Management Plan which is Appendix D to the AEE)
- Consultation with the south-facing occupants of 148 Quay Street, so they are aware of the proposed Works, their timeframes and potential noise levels. This will be particularly crucial if concrete pumping extends to 10.30pm on some nights because of on-site delays (refer Section 2.3)
- Written communication to other building occupants within 50 metres of the worksite, including:
 - Details of the overall Works, its timing and duration
 - Contact details and names of personnel whose job is to receive complaints and enquiries
 - Acknowledge that some activities (listed in this document) are predicted to generate high noise levels and may result in disturbance for short periods
- Physical mitigation as described in this report. Specifically:
 - A 2-metre site hoarding along Tyler Street
 - The attenuators recommended by the mechanical engineer for operation of the ventilation fans
- Install a fixed noise monitor at the same location on the first floor of 148 Quay Street as used to monitor the CRL C1 works. This is an ideal location for the key receivers identified in our assessment.

It measures noise levels continuously and automatically uploads them to cloud software, and alerts contractor personnel of any exceedances

APPENDIX A GLOSSARY OF TERMINOLOGY

Noise	A sound that is unwanted by, or distracting to, a receiver.
dB	Decibel (dB) is the unit of sound level. Expressed as a logarithmic ratio of sound pressure (P) relative to a reference pressure (Pr), where $dB = 20 \times \log(P/Pr)$.
dB(A)	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) to more closely approximate the frequency bias of the human ear. A-weighting is used in airborne acoustics.
L_{Aeq}(t)	The equivalent continuous (time-averaged) A-weighted sound level commonly referred to as the average level. The suffix (t) represents the period, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
L_{Amax}	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
NZS 6803:1999	New Zealand Standard NZS 6803: 1999 “Acoustics - Construction Noise”
Sensitive Noise and Vibration Receivers	Receivers that may be disturbed during rest, concentration, communication or prayer. These include (but are not limited to): <ul style="list-style-type: none"> • Dwellings • Offices • Schools, including Child Care Centres and tertiary facilities • Libraries • Hospitals • Rest Homes • Marae and other Cultural Centres • Churches • Hotels or other accommodation facilities





Attachment 3: Construction Noise Management Plan



MARSHALL DAY
Acoustics 

CRL BTC DESIGNATION ALTERATION
CONSTRUCTION NOISE MANAGEMENT PLAN
(CNMP)

Rp 002 20210287 | 21 August 2021

Project: CRL BRITOMART TRANSPORT CENTRE

**Prepared for: Aurecon
PO Box 9762
Newmarket
Auckland 1149**

Attention: Helen McLean

Report No.: Rp 002 20210287

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Document Control

Status:	Rev:	Comments	Date:	Author:	Reviewer:
Draft	-	For client review	20 Apr 2021	Craig Fitzgerald	James Whitlock
Draft	r01	Following client review and methodology update	10 June 2021	James Whitlock	Consenting team
Draft	r02	For consent	15 June 2021	James Whitlock	Consenting team
Draft	r03	Update wording	22 June 2021	James Whitlock	-
Draft	r04	S92 response	20 July 2021	James Whitlock	Council expert
Draft	r05	Update working hours	21 Aug 2021	James Whitlock	-

Cover Photo: Creative Agency 514-806-1644

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APPENDIX A GLOSSARY OF TERMINOLOGY

APPENDIX B NOISE CONTOURS

HOW TO USE THIS DOCUMENT

This Construction Noise Management Plan (CNMP) will be read by people with different perspectives and levels of expertise. Constructors, CRL, Auckland Council, experts and affected parties must all be able to extract the information they need from this document.

The primary function of this CNMP is to advise the constructor about the location of sensitive noise receivers, and what management and mitigation measures need to be used to reduce adverse effects. These measures have been chosen because they are the best practicable option (BPO) and/or because of agreements with certain parties.

If you are working for the constructor:

- Project noise standards are in Section 2.1
- High noise activities, and associated safe distances are in Section 2.2. Check to make sure all relevant activities have been included
- Best practice mitigation measures are in Section 3.0. Review construction methodology
- Engagement with affected receivers is Section 4.0. Ensure effective communication and be aware of community sensitivity

If you are involved in the regulatory process:

- Project noise standards are in Section 2.1
- Review Sections 2.2 for high noise activities, and safe distances
- Review Section 2.3 for affected receivers

If you are an affected party:

- Contact details of key personnel in Section 1.5. These are the people responsible for managing noise from the worksite
- Note Section 2.2 for high noise activities, and safe distances
- Note Section 2.3 for affected receivers. Check if your address is included
- Note Section 3.0 to understand the general mitigation that should be in place to manage noise

1.0 INTRODUCTION

1.1 Overview

This CNMP supports the City Rail Link Limited (CRL) Notice of Requirement (NOR) to alter CRL Designation 2501 at Britomart Station pursuant to section 181(1) of the Resource Management Act 1991 (RMA).

The purpose of the alteration is to provide for retention of the Station Plaza Accommodation (SPA) building, so that the building and surrounding Station Plaza area can be used as a construction support facility for works in the CRL tunnels located within the adjoining Designation 2500-1 to the west.

A full description of the activities associated with the NOR is contained in the Assessment of Effects on the Environment (AEE), Form 18 and Constructability Report (Appendix A to the AEE).

None of the proposed activities generate high vibration levels, so this management plan only addresses construction noise.

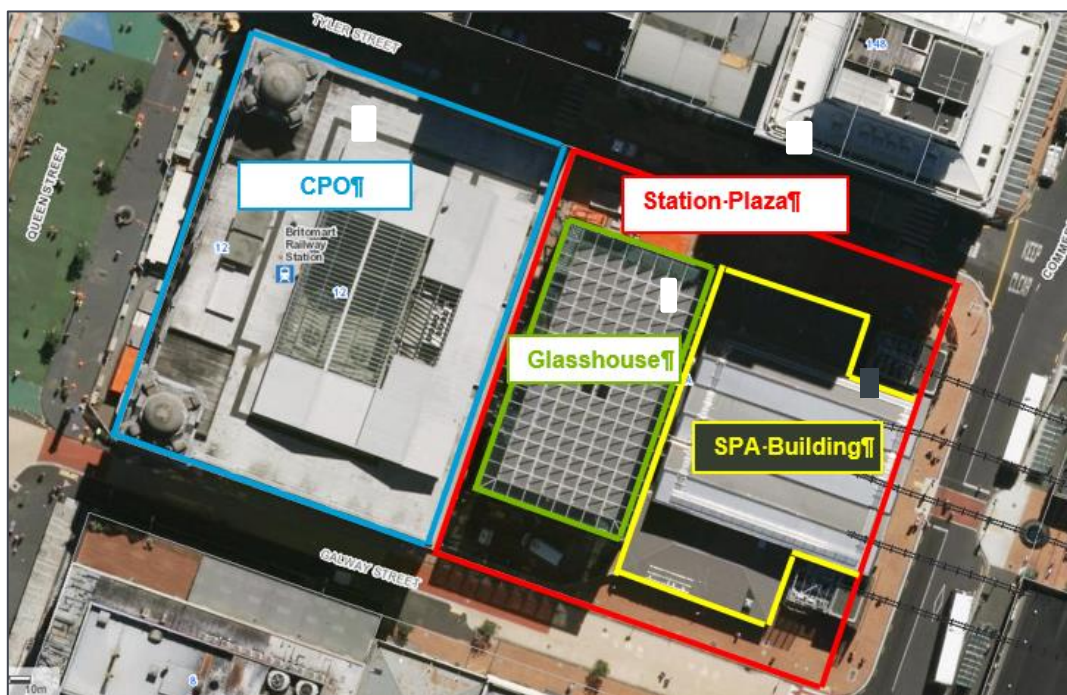
1.2 Project Description

In summary the activities associated with the NOR ('the Works') are:

- Site office, worker accommodation and some storage of materials within the SPA building
- Establishing and operating ventilation equipment in the Station Plaza area (to provide ventilation for workers in the CRL tunnels to the west)
- Access for workers and deliveries of equipment and materials via the Glasshouse and former Chief Post Office (CPO) building
- Receiving and pumping concrete into the CRL tunnels (to construct the railway track bed) from the Station Plaza area in Tyler Street

The location of the Works associated with the NOR is shown in Figure 1.

Figure 1: Station Plaza and Station Plaza Accommodation (SPA) building at Britomart Transport Centre



1.3 Purpose of this CNMP

This CNMP forms part of a suite of technical reports that accompany and form part of the NOR. Its purpose is to identify and provide for implementation of the Best Practicable Option (BPO) to avoid, remedy or mitigate adverse construction noise effects from the Works. This requirement aligns with CRL Designation 2500-1 condition 36 and BTC Designation 2501 condition 28, although different noise performance standards apply to these construction support works (refer Section 2.1).

This CNMP will be implemented throughout the Works period. It should be considered a 'living document' that will be expanded and updated as the Works progress. It is the primary tool for managing the Works' construction noise effects.

A glossary of terminology is included in 0.

1.4 Works timeframe and hours of operation

The Works period will follow on directly from the current CRL C1 works and extend through to Q4 2023.

Work inside the SPA, Glasshouse, and down on track level will occur 24/7 and is expected to comply with the noise limits. The ventilation fans will also run 24/7.

Concrete pumping will only occur during daytime hours (refer Table 2). There will be up to 40 truck deliveries per day.

The concrete delivery will be in two stages, as follows:

- Stage 1 – 50/50 split between Aotea Station end of the tunnels (already provided for by CRL Designation 2500-1) and Britomart Station. Assuming a worst-case scenario, Aotea Station delivery (15 days) would be Q4 2021 and Britomart delivery (20 days) would be in Q1 2022
- Stage 2 – Britomart delivery only in Q2 2022. Delivery will occur over 20 days, with deliveries every second day i.e. 10 delivery days

On concrete delivery days, pumping will occur between 6.30am – 9pm Monday to Friday and 7am – 9pm Saturday, but in the event of on-site delays could extend to 10.30pm Monday to Saturday i.e. still within the AUP daytime hours (refer Table 2).

1.5 Contact Details

Contact details for the relevant personnel are listed in Table 1. The Project Manager is responsible for implementing this CNMP.

Table 1: Contacts

Role	Name	Organisation	Phone	Email
Project Manager	TBC	TBC	TBC	TBC
Communications lead	TBC	TBC	TBC	TBC
Acoustic Specialist	James Whitlock	Marshall Day Acoustics	0212546651	james.whitlock@marshallday.co.nz

1.6 Document Review

This CNMP is a live document that will be reviewed at least annually, or:

- As a result of a material change to the Works
- To address unforeseen adverse noise effects arising from the Works

2.0 CONSTRUCTION NOISE

2.1 Performance Standards

The Station Plaza and all surrounding sites are zoned *Business – City Centre* in the AUP. This means that the construction noise levels from Auckland Unitary Plan (AUP) Table E25.6.28.2 apply (at 1 metre from the façade of any neighbouring building) – refer Table 2 below.

Table 2: Construction noise limits (from AUP Table E25.6.28.2)

Construction of 15 consecutive calendar days or more (total duration of works)		
Time	L _{Aeq} (30 min)	L _{AFmax}
Monday to Friday 6.30am – 10.30pm	75 dB	90 dB
Saturday 7am – 11pm	80 dB	90 dB
Sunday 9am – 7pm	65 dB	85 dB
All other times (night-time)	60 dB	75 dB

2.2 High noise activities

Of the Works listed in Section 1.2, only the concrete pumping and ventilation fans are high noise activities. All other activities are expected to comply.

Noise level data for concrete pumping and ventilation fans are shown in Section 2.3.

2.3 Predicted Noise Levels

Table 2 shows the noise source data for concrete pumping and ventilation fans, predicted levels at various distances and the setback distances needed to comply with the limits.

Table 2: Data for high noise equipment

Equipment	Sound Power Level (dB L _{Aeq})	Noise Level (dB L _{Aeq})			Setback (m)	
		10 m	20 m	50 m	Daytime 75 dB L _{Aeq}	Night-time 60 dB L _{Aeq}
Concrete truck and pump discharging	103	68	62	53	14	N/A
Ventilation fan (with acoustic baffle)	77	52	46	37	1	4

Table 3 shows the predicted noise levels at 1 metre from the façades of neighbouring buildings. The potential exceedances are shaded grey. The table will be kept up to date by the Acoustic Specialist when new information becomes available, e.g. through noise monitoring (Section 5.0).

The predicted levels include shielding of ground floor receivers by a 2 metre site hoarding along the Tyler Street footpath.

Table 3: Predicted noise levels

Receiver	Predicted noise level (dB L _{Aeq})		Compliant?
	Concrete pump	Vent fan	
2 Queen St	63	36	Yes
152 Quay St	73	36	Yes
148 Quay St	76	41	No
8 Customs St East	59	36	Yes
10 Customs St East	59	40	Yes
2 Commerce St	64	< 35	Yes
25 Galway St	64	< 35	Yes

Appendix B shows noise contour maps for each activity. The neighbouring buildings are coloured according to the highest noise level incident on their façade. The insert in each plan shows a 3D ‘soundsplash’ of how the sound projects up the building façades.

The results show that concrete pumping may marginally exceed the construction noise limit at one building (148 Quay Street) and that operation of the ventilation fans will readily comply 24/7.

The exceedance at 148 Quay Street is limited to the lower two floors (not including ground floor) at the western end of the building – refer the sound splash insert (Appendix B). These receivers are directly adjacent the concrete pump, and look over the 2m site hoarding.

2.4 Potential noise effects

The 148 Quay Street is concrete with windows, some of which are openable.

A façade of this type would typically provide 25 – 30 decibels sound reduction, so the predicted 76 dB at the façade would translate to 46 – 51 dB inside the apartment.

The responses of building occupants vary person to person. Generally, with prior engagement (Section 4.0), levels of around 45 – 50 dB L_{Aeq} are typically acceptable, but concentration and communication may begin to be affected.

3.0 MITIGATION AND MANAGEMENT

Compliance is predicted for most receivers for most of the Works period, but best practice must still be used to ensure good site control and to ensure that other activities do not become noisy.

The following specific mitigation has been recommended:

- A 2 metre site hoarding along Tyler Street (refer Section 3.5)
- Attenuators for the ventilation fans (1.6m x 1.6m x 1.5m), as specified by the mechanical engineer

3.1 Training

All personnel will participate in an induction training session before commencement of the Works, with attention given to the following matters:

- Construction noise limits
- High noise activities
- Noise mitigation and management procedures
- Sensitive receivers and any agreements made through engagement

As the Works progress, any updates of noise matters will be addressed during regular site meetings and/or 'toolbox' training sessions.

3.2 Equipment Selection

When selecting construction equipment, the following are considered to be best practice:

- Use quieter construction methodologies where practicable and available
- Use electric motors rather than diesel engines where practicable
- Use equipment that is suitably sized for the task
- Maintain equipment well to minimise rattles, squeaks etc
- Fit engines with exhaust silencers and engine covers where practicable
- Avoid tonal reversing or warning alarms (beepers). Alternatives include broadband alarms (squawkers/quackers), flashing lights, proximity sensors, reversing cameras and spotters

3.3 Scheduling

Scheduling is an important management tool, particularly where a receiver expresses concern about construction works at a certain time of day. Where necessary, high noise activities will be programmed to minimise disturbance.

3.4 Best practice measures

Complaints can arise even if the noise levels comply with the Works limits. To minimise complaints, the following common mitigation measures are recommended:

- Avoid unnecessary noise. This means managing the site to ensure:
 - No shouting
 - No unnecessary use of horns
 - No loud site radios
 - No rough handling of material and equipment
 - No unnecessary steel on steel contact (e.g. during the loading of trucks)

- No high engine revs. This includes choosing the right sized equipment and turning engines off when idle
- Minimise construction duration near sensitive receivers
- Locate any stationary equipment away from noise sensitive receivers and/or screen them behind site buildings and material stores
- Orient mobile machinery to maximise the distance between the engine exhaust and the nearest sensitive building façade
- Consultation should be complete prior to commencing high-noise activities (Section 2.2)
- Undertake noise monitoring (Section 5.0)

3.5 Noise Barriers

A temporary 2 metre site hoarding will be installed along the Tyler Street southern footpath – refer plans in Appendix B for its extent. The hoarding will be installed prior to works commencing and maintained throughout the Works.

If any other noisy activities are identified, barriers should be the first mitigation measure to be investigated. Effective noise barriers typically reduce the received noise level by 10 decibels.

Where practicable, the following guidelines will be used in designing and installing temporary noise barriers:

- The panels will have a minimum surface mass of 6.5 kg/m². Suitable panels include 12 mm plywood or the following proprietary ‘noise curtains’: proprietary
 - SealedAir ‘WhisperFence 24dB’ (www.sealedair.com)
 - Hushtec ‘Premium Series Noise Barrier’ (www.duraflex.co.nz)
 - Soundbuffer ‘Performance Acoustic Curtain’ (soundbuffer.co.nz)
 - Hoardfast ‘Fast Wall Premium PVC partition panels’ (www.ultimate-solutions.co.nz)
 - Safesmart ‘Acoustic Curtain 6.5kg/m²’ (www.safesmartaccess.co.nz)
 - Alternatives will be approved by a suitably qualified and experienced acoustic specialist
- The panels will be a minimum height of 2 m, and higher if practicable (within space constraints) to block line-of-sight
- The panels will be abutted, battened or overlapped to provide a continuous screen without gaps at the bottom or between panels
- Barriers will be positioned as close as practicable to the high-noise activity to block line-of-sight between the activity and noise sensitive receivers. A site hoarding at the boundary may not be effective for all receivers. Add extra barriers close to high-noise activities to ensure effective mitigation for sensitive receivers on upper floors.

4.0 ENGAGEMENT

4.1 Communication

4.1.1 Before Works

Written communication (e.g. newsletter) will be provided to building occupants within 50 m of the site at least 1 week prior starting the Works. It will include:

- Details of the overall Works, its timing and duration
- Contact details and names of personnel whose job is to receive complaints and enquiries - refer Section 1.5 of this CNMP
- Acknowledge that some activities (listed in this document) are predicted to generate high noise levels and may result in disturbance for short periods

4.1.2 During Works

Once the Works have begun, ongoing communication is important. Regular communication during the Works will include:

- Public site signage that includes contact details
- Details of upcoming activities that may result in disturbance
- Any changes to scheduled timing and duration of activities

4.2 Consultation

Consultation will be undertaken with the south-facing occupants of 148 Quay Street. These are the neighbours who overlook the noisiest activities, and where noise may exceed the limits.

The purpose of consultation is to address concerns about noise on a case-by-case basis. The Project Manager will address any concerns and complaints in accordance with this Section. A copy of all correspondence will be made available to Council upon request.

Some receivers may not want ongoing consultation, in which case they will be included in the communication list (Section 4.1).

The following process will be implemented by the Project Manager (or nominated person):

- Review the construction methodology, mitigation measures and management strategies to ensure they represent the BPO. The BPO considers:
 - Practicability
 - Predicted noise benefits
 - The interests of affected parties
 - Implications for Project timing and duration
 - Cost
- Consultation with affected parties to understand their sensitivities, including times they are home. The objective is to establish a collaborative approach to managing adverse noise effects
- A project representative will be contactable at all times during work hours
- A record of consultation will be kept at the site office and be available to affected parties and Council if requested
- Implement any measures agreed with the affected party in good faith
- Monitor the activity to verify the extent of any adverse effects

4.3 Complaints Response

All construction noise complaints will be recorded in a complaints file that is available to affected parties and Council on request. For each complaint, an investigation will be undertaken as soon as practicable using the following steps:

- Acknowledge receipt of the concern or complaint and record:
 - The name, address and contact details of the complainant (unless they elect not to provide)
 - Time and date the complaint was received and who received it
 - Time and date of the activity that caused the complaint (estimated where not known)
 - The complainant's description of the activity and its resulting effects
 - Any relief sought by the complainant (e.g. scheduling of the activity)
- Identify the relevant activity and review the activity log to verify the complaint (or otherwise)
- If a complaint relates to building damage, inform the on-duty site manager as soon as practicable and stop the offending works pending an investigation.

In most cases, stopping the activity will provide immediate relief. But in some cases, this may not be practicable for safety or other reasons, in which case the complainant will be kept updated regularly during the time it takes to stop the activity

- Review data from long-term monitors to identify the time in question and, if possible, confirm exceedance
- Review the predicted noise levels to determine if the activity was identified as high-noise. Consider attended monitoring to verify the underlying reference level assumptions
- Review the mitigation and management measures in place to ensure the BPO has been applied. Review the relief sought by the complainant. Adopt further mitigation and management measures as appropriate
- Report the findings and recommendations to the Project Manager, implement changes and update this CNMP as appropriate
- Report the outcomes of the investigation to the complainant, identifying where the relief sought by the complainant has been adopted or the reason(s) otherwise

5.0 NOISE MONITORING

There are two types of noise monitoring:

- **Attended monitoring:** This is where a suitably qualified acoustic engineer visits the site and measures levels in real time. This enables immediate assessment of the activities, whether they are being carried out in the correct location, using the correct equipment, and whether any BPO measures are being correctly applied (refer Section 3.0).
- **Long-term monitoring:** This is where a fixed noise monitor measures continuously for a long period of time. Exceedance alerts are automatically sent to the Project Manager (or nominated person) for them to act on.

A long-term noise monitor is attached to the exterior of 148 Quay Street – southern (Tyler Street) side of the building at first floor level. It was installed to monitor noise from CRL C1 activities, and will be retained for the duration of the Works. It measures noise levels continuously and automatically uploads them to cloud software, and alerts construction team personnel of any exceedances.

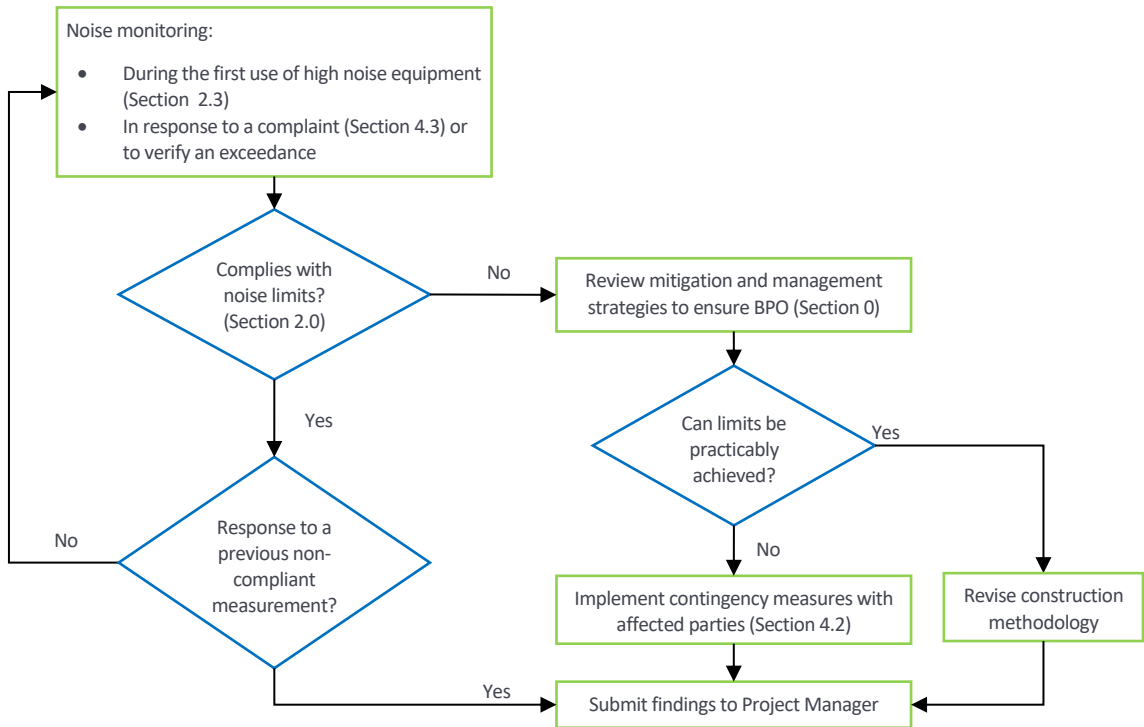
Attended monitoring will be used where the long-term noise monitor is unable to capture the noise source of interest.

Construction noise will be monitored:

- The first time a concrete delivery is undertaken on site
- In response to a reasonable noise complaint (Section 4.3)
- At 1m from the building façade facing the Station Plaza construction support area, or a proxy position adjusted for distance
- By a suitably qualified and experienced specialist (e.g. Member of the Acoustical Society of New Zealand) in accordance with the requirements of New Zealand Standard NZS 6803: 1999 *“Acoustics - Construction Noise”*
- For an appropriate duration, reported with the measured level (e.g. 65 dB $L_{Aeq(30min)}$)
- The results will be used to update Section 2.3 if appropriate

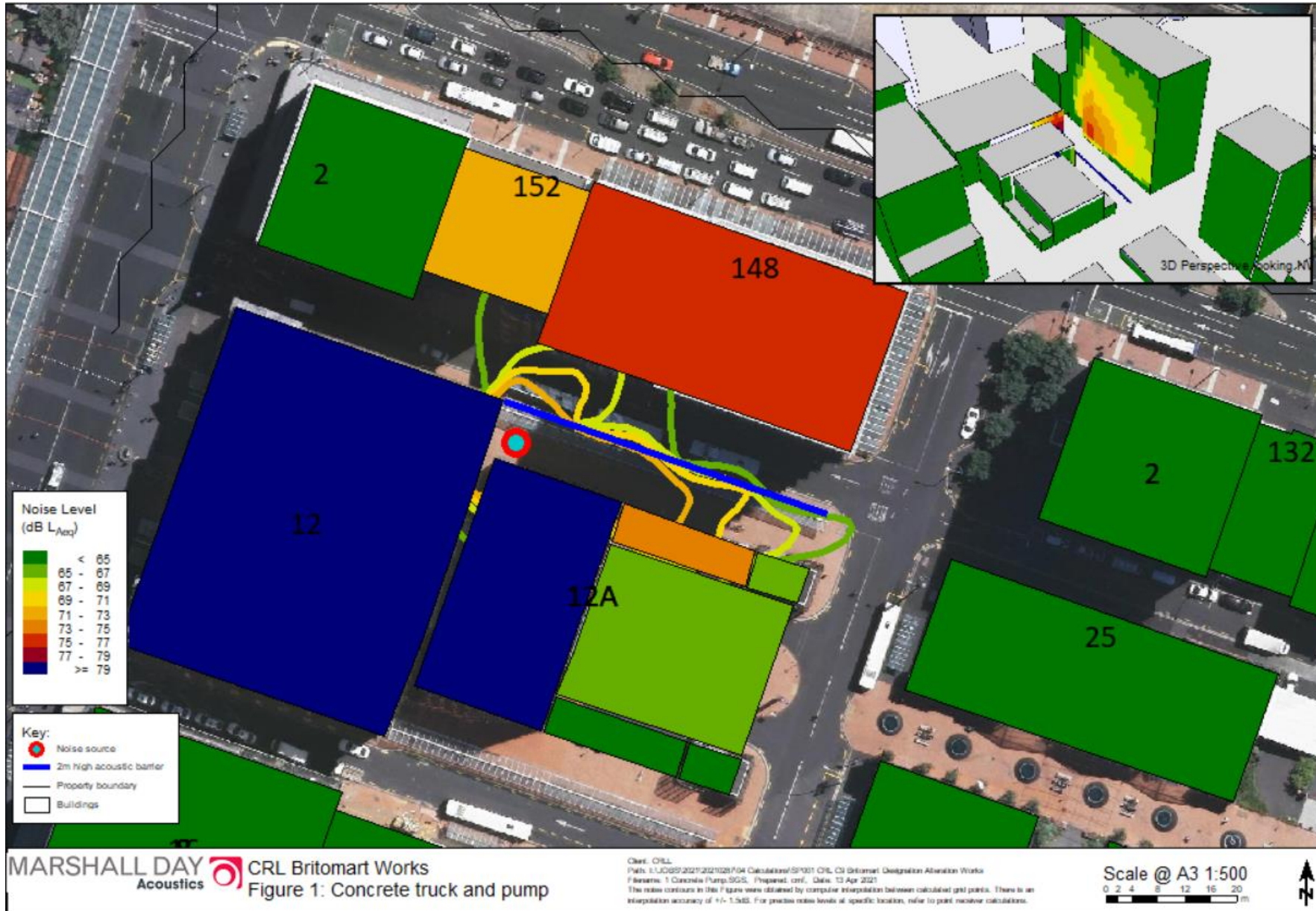
A noise monitoring flowchart is presented in Figure 2.

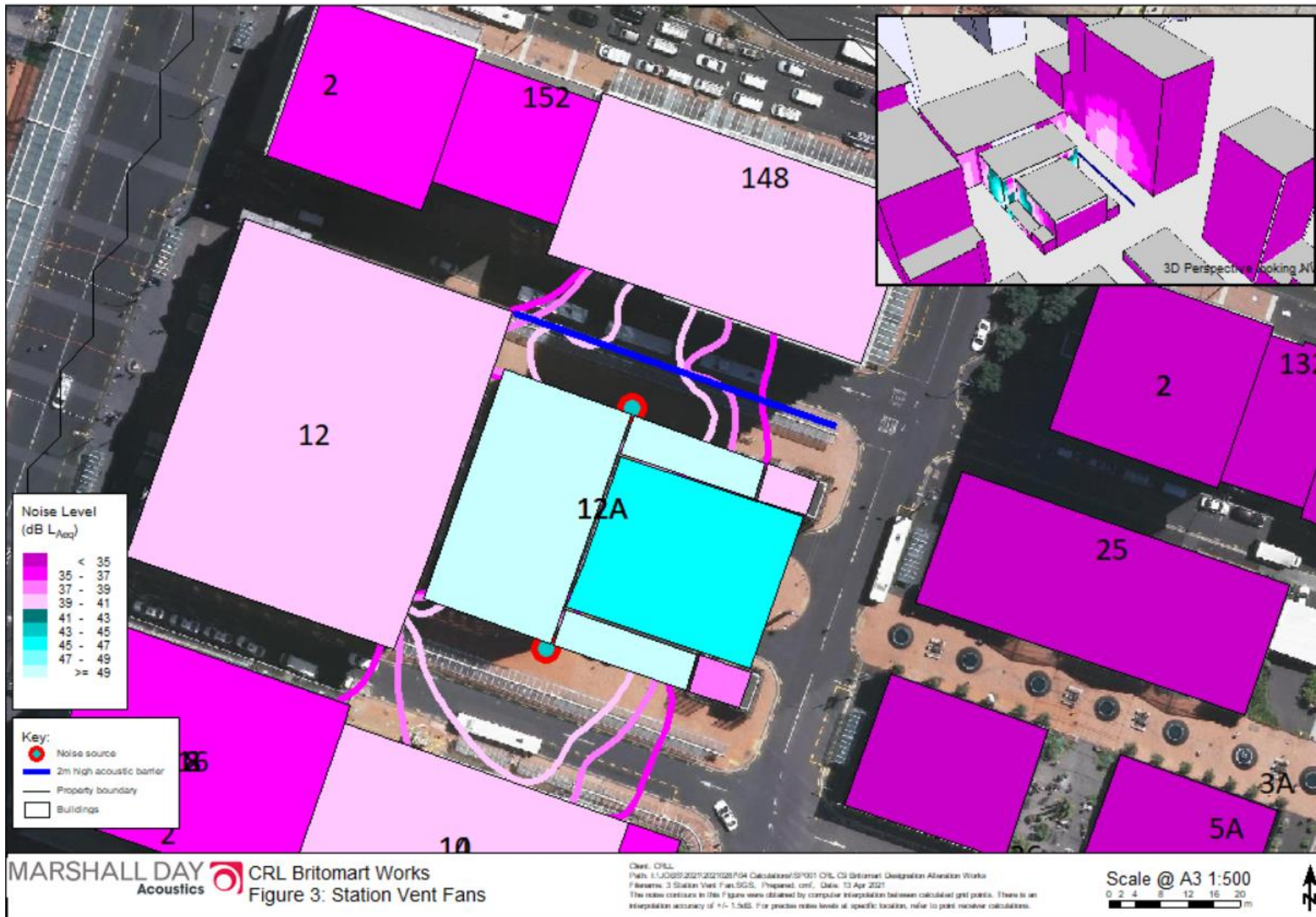
Figure 2: Noise Monitoring Flow Chart



APPENDIX A GLOSSARY OF TERMINOLOGY

Noise	A sound that is unwanted by, or distracting to, a receiver.
dB	Decibel (dB) is the unit of sound level. Expressed as a logarithmic ratio of sound pressure (P) relative to a reference pressure (Pr), where $dB = 20 \times \log(P/Pr)$.
dB(A)	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) to more closely approximate the frequency bias of the human ear. A-weighting is used in airborne acoustics.
$L_{Aeq}(t)$	The equivalent continuous (time-averaged) A-weighted sound level commonly referred to as the average level. The suffix (t) represents the period, e.g. (8 h) would represent a period of 8 hours, (15 min) would represent a period of 15 minutes and (2200-0700) would represent a measurement time between 10 pm and 7 am.
L_{AFmax}	The A-weighted maximum noise level. The highest noise level which occurs during the measurement period.
NZS 6803:1999	New Zealand Standard NZS 6803: 1999 “Acoustics - Construction Noise”
Sensitive Noise and Vibration Receivers	Receivers that may be disturbed during rest, concentration, communication or prayer. These include (but are not limited to): <ul style="list-style-type: none"> • Dwellings • Offices • Schools, including Child Care Centres and tertiary facilities • Libraries • Hospitals • Rest Homes • Marae and other Cultural Centres • Churches • Hotels or other accommodation facilities





**Attachment 4: CRL BTC Draft NoR Conditions 23
August 2021**

City Rail Link Ltd – Alteration of Designation 2501 Britomart Transport Centre – Proposed amendments and draft conditions – 23 August 2021

Insertions/amendments are in **bold** and **underlined**.

Amending the purpose of the designation as follows:

This designation provides for the construction, operation and maintenance of a transport centre and the provision of a rail system (**including the Works**). The centre comprises an underground Railway Station, attendant facilities and public access to the station through the main portal of the former CPO and at other access points. Above-ground features of the centre include the glazed annex to the CPO building, a series of skylights, ventilation stacks and other servicing plant and equipment

Insert after the blue heading “Conditions”:

The Works conditions

The following conditions apply to the Works.

DEFINITION

The Works

Construction support works to enable construction in adjoining City Rail Link Designation 2500-1, including site office, worker accommodation and storage of materials in the Station Plaza Accommodation, receiving and pumping concrete from the Britomart Transport Centre into the Designation 2500-1 tunnels, establishing and operating ventilation equipment in Station Plaza, and providing access for workers and delivery of materials to the Designation 2500-1 tunnels via the Glasshouse and former Chief Post Office.

CONDITIONS

Condition 1W

The Works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement being:

- (a) CRLL Notice of Requirement for Alteration of BTC Designation 2501 – 25 June 2021, including:**
 - (i) Form 18**
 - (ii) Assessment of Effects on the Environment: Britomart Transport Centre Notice of Requirement Alteration of Designation 2501 Dated 25 June 2021**

Condition 2W

The concrete pumping activities associated with the Works shall be undertaken within the hours of 6.30am to 10.30pm Monday to Friday and 7am to 10.30pm Saturday.

Condition 3W

The ventilation fans installed at Station Plaza located as shown in figure 2.1 of the Constructability Report, prepared by Link Alliance, dated, 25/6/21, shall be fitted with noise abatement measures as specified in the report Britomart C7 Works Ventilation Management Plan, Revision A00, dated 22/1/2021, prepared by Link Alliance. The ventilation noise abatement measures shall remain in place while the ventilation fans are operational.

Construction Traffic Management Plan

Condition 4W

The Construction Traffic Management Plan titled, *City Rail Link: Britomart Transport Centre Construction Traffic Management Plan*, dated XXXX shall be implemented for the duration of the Works and shall include measures to ensure the following:

- (a) **A general traffic lane of at least 3.0m wide shall be provided along the northern side of the construction zone on Tyler Street between lower Queen Street and Commerce Street, to maintain vehicle access to adjacent sites.**
- (b) **A minimum 1.5m wide pedestrian access shall be maintained on the northern side of Tyler Street between lower Queen Street and Commerce Street to ensure safety and maintain access to public transport and adjacent sites.**
- (c) **To ensure safety of all users, pedestrian movements during concrete delivery manoeuvring shall be controlled.**
- (d) **The existing pedestrian access to Britomart Station, through the Chief Post Office building, shall be maintained.**
- (e) **Vehicles associated with the Works shall not reverse into Tyler or Galway Streets during weekday peak traffic periods of 7.00am to 9.30am and 3.00pm to 6.00pm, unless agreed with the Auckland Transport corridor access team prior.**
- (f) **Concrete delivery shall be coordinated to minimise impact on the functionality of all modes on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements including emergency services, access to properties and lastly private car travel.**
- (g) **To avoid more than one concrete truck in the Station Plaza site compound and one in the Tyler Street concrete truck waiting area at any one time, any required remote waiting locations for concrete trucks shall be identified.**

Condition 5W

Notwithstanding Condition 3.2 of the Project conditions, the Station Plaza Accommodation shall be retained following completion of the Project in order to enable the Works (and any other contemporaneous works permitted under this designation).

The Station Plaza Accommodation shall be removed on the completion of the Works and Station Plaza reinstated in accordance with Conditions 33B.1(b) and 33B.4 of the Project conditions.

The Project conditions

Appendix J – Full set of proposed amendments to designation 2501 conditions

CRL conditions are in blue underline or ~~strikethrough~~
 Reporting Team recommended amendments are in red underline or ~~strikethrough~~

2501 Britomart Transport Station

Designation Number	2501
Requiring Authority	City Rail Link Limited
Location	12 Queen Street to Britomart Place, Auckland Central
Lapse Date	27 March 2026

Purpose

This designation provides for the construction, operation and maintenance of a transport centre and the provision of a rail system (including the Works). The centre comprises an underground Railway Station, attendant facilities and public access to the station through the main portal of the former Chief Post Office and at other access points. Above-ground features of the centre include the glazed annex to the Chief Post Office building, a series of skylights, ventilation stacks and other servicing plant and equipment.

Conditions

The following conditions apply to the construction of modifications associated with the ongoing operation and maintenance of the transport centre described as the Britomart Transport Centre for the area identified on Figure 1 below:

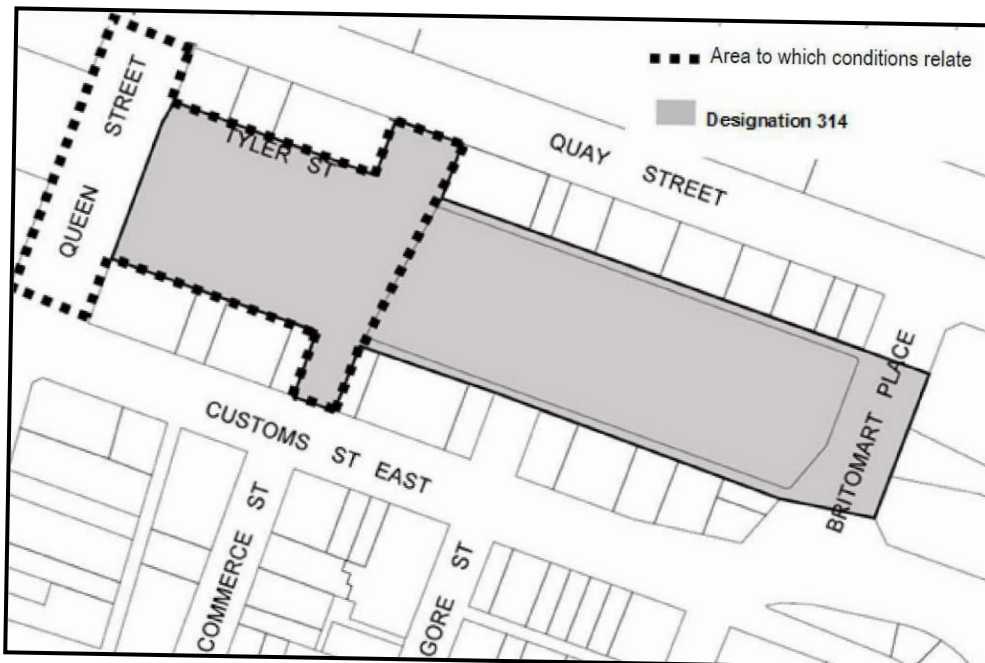


Figure 1: Area of Britomart Transport Centre Designation 314 to which the following conditions relate.

DEFINITIONS:

Consult, Consulting, Consultation

The process of providing information about the construction works, and receiving for consideration, information from stakeholders, directly affected and affected in-proximity parties, regarding those effects and proposals for the management and mitigation of them.

Fully operational traffic lane

May include a traffic lane that is subject to a reduced speed limit, or one which may have a temporary reduction in the lane width, due to construction activity.

Two way access

Access into and out from a site or a road. This access may include restrictions (eg left in, left out) where these are specified within the relevant conditions.

Sensitive Noise and Vibration Receivers

Receivers that may be disturbed during rest, concentration, communication or prayer. These include (but are not limited to):

- Dwellings
- Offices
- Schools, including Child Care Centres and tertiary facilities
- Libraries
- Hospitals
- Rest Homes
- Marae and other Cultural Centres
- Churches
- Hotels or other accommodation facilities.

Best practicable option

Has the meaning under the Resource Management Act 1991 and, for the purpose of these conditions, comprises the best practicable option for minimising the effects of any construction activity (including effects on the transport network or heritage values) on the receiver.

Historic Heritage

Includes heritage buildings, sites and places identified in the New Zealand Heritage List or in the Auckland Council District Plan (Central Area Section) or specifically identified in these 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 NoR expressed a desire to be involved in the City Rail Link Project:

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

Material change

Includes any amendment to information informing the CEMP or other Plan (including but not limited to methods, processes, procedures or details) which has the potential materially to increase adverse effects on a particular receiver. For clarity, changes to personnel and contact schedules do not constitute a material change.

Peak Particle Velocity (PPV)

The maximum component peak vibration level (in mm/s) measured in any of three orthogonal axes (vertical, transverse, longitudinal).

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 (Condition 24);
- (b) Construction Noise and Vibration (Condition 28);
- (c) Historic Heritage – Built Heritage (Condition 29)
- (d) Historic Heritage – Archaeology (Condition 30)
- (e) Public Art (Condition 32);
- (f) Social Impact and Business Disruption (Condition 33);
- (g) Air quality (Condition 33A);
- (h) Urban Design (condition 33B); and
- (i) Track Form Design (Condition 33D)

The Project

The construction works and temporary accommodation of Station Plaza as described in section 3 of the NoR AEE.

The Works

[Construction support works to enable construction in adjoining City Rail Link Designation 2500-1, including site office, worker accommodation and storage of materials in the Station Plaza Accommodation, receiving and pumping concrete from the Britomart Transport Centre into the Designation 2500-1 tunnels, establishing and operating ventilation equipment in Station Plaza, and providing access for workers and delivery of materials to the Designation 2500-1 tunnels via the Glasshouse and former Chief Post Office.](#)

Railway Station

Means the Britomart Train Station and includes platforms, rail lines, attendant facilities and all public accesses.

Track Form

The elements between the rails and the tunnel track bed.

ABBREVIATIONS

AEE:	Assessment of Environmental Effects
CEMP:	Construction Environmental Management Plan
CPO:	Chief Post Office
DWP:	Delivery Work Plan
HNZPT:	Heritage New Zealand Pouhere Taonga
NoR:	Notice of Requirement
ONVMP:	Operational Noise and Vibration Management Plan
PPV:	Peak Particle Velocity
RMS:	Root Mean Square

The Works conditions

Condition 1W

[The Works shall be completed by 20 December 2023](#)

Condition 2W

The Works shall be undertaken in general accordance with the information provided by the Requiring Authority in the Notice of Requirement being:

- (a) CRL Notice of Requirement for Alteration of BTC Designation 2501 – 25 June 2021, including:
 - ~~(i) Form 18~~
 - ~~(ii) Assessment of Effects on the Environment: Britomart Transport Centre Notice of Requirement Alteration of Designation 2501, dated 25 June 2021~~
 - (iii) Construction Support Activities at Station Plaza – Britomart: Construction Environmental Management Plan, prepared by Aurecon New Zealand Limited: Document reference CRL-BTM-RME-000-RTP-0002, dated 25 June 2021
 - (iv) City Rail Link: Britomart Transport Centre: Construction Traffic Management Plan, prepared by Flow Transportation Specialists Ltd: Document reference R2A210621, dated 25 June 2021
 - (v) CRL BTC Designation Alteration: Construction Noise Management Plan, prepared by Marshall Day Acoustics: Document reference Rp 002 20210287, dated 21 August 2021
 - (vi) Britomart C7 Works Ventilation Management Plan, Revision A00, dated 22 January 2021

Condition 3W

The concrete pumping activities associated with the Works shall be undertaken within the hours of 6.30am to 10.30pm Monday to Friday and 7am to 10.30pm Saturday.

Condition 4W

The ventilation fans installed at Station Plaza located as shown in figure 2.1 of the *Constructability Report*, prepared by Link Alliance, dated, 25/6/21, shall be fitted with noise abatement measures as specified in the report *Britomart C7 Works Ventilation Management Plan, Revision A00, dated 22/1/2021, prepared by Link Alliance*. The ventilation noise abatement measures shall remain in place while the ventilation fans are operational.

Supplementary Construction Traffic Management Plan (SCTMP)

Condition 5W

~~The A Supplementary Construction Traffic Management Plan (SCTMP) titled, *City Rail Link: Britomart Transport Centre Construction Traffic Management Plan*, dated XXXX shall be prepared and implemented for the duration of the Works. The objective of the SCTMP is to provide a framework for the avoidance, remediation and mitigation of construction traffic effects. To achieve the objective, the SCTMP and shall include details of measures to ensure the following:~~

- ~~(a) How vehicle access to sites adjacent to the works shall be maintained at all times for the duration of the Works. Measures shall include (but not be limited to) the provision of a general traffic lane of at least 3.0m wide shall be provided along the northern side of the construction zone on Tyler Street between lower Queen Street and Commerce Street, to maintain vehicle access to adjacent sites.~~
- ~~(b) How safe pedestrian access A minimum 1.5m wide pedestrian access shall be maintained on the northern side of Tyler Street between lower Queen Street and Commerce Street that to ensure safety and maintains access to public transport and adjacent sites shall be provided for the duration of the~~

Works. This shall include but not be limited to the provision of a 1.5m pedestrian access on the northern side of Tyler Street between lower Queen Street and Commerce Street.

- ~~(e) To ensure safety of all users, pedestrian movements during concrete delivery manoeuvring shall be controlled.~~
- (c) How the existing pedestrian access to Britomart Station, through the Chief Post Office building, shall be maintained.
- (d) How vehicle movements associated with construction of the works (including but not limited to concrete delivery) will be managed in a safe and efficient manner. Measures shall include (but not be limited to):
 - i. Vehicles associated with the Works shall not reverse into Tyler or Galway Streets during weekday peak traffic periods of 7.00am to 9.30am and 3.00pm to 6.00pm, unless otherwise agreed with the Auckland Transport corridor access team prior.
 - ii. The use of manual traffic controllers to manage any reverse manoeuvring from Commerce Street into Tyler Street.
 - iii. Concrete delivery shall be coordinated to minimise impact on the safety and efficiency of the movement of pedestrians and ~~on the functionality of~~ all modes of transport on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements including emergency services, access to properties and lastly private car travel.
 - iv. There shall be no more than one concrete truck in the Station Plaza compound at any one time.
 - v. There shall be no more than one concrete truck in the Tyler Street concrete truck waiting area at any one time.
 - vi. All heavy vehicle movement to and from the site shall be restricted to occurring via the intersection of Commerce Street and Quay Street.
- (e) How the identified location of any required concrete and or construction related truck remote waiting areas meets the objective of the SCTMP. Measures shall include but not be limited to identifying all remote waiting areas outside the Britomart Precinct.
- (f) How the timing of concrete delivery will be coordinated to minimise impact on the safety and efficiency of the movement of pedestrians and all modes of transport on Commerce Street and Tyler Street with priority given to pedestrians and public transport, essential movements, including emergency services, access to properties and lastly private car travel.
- (g) Where a change in traffic management from that assessed is a requirement of the Temporary Traffic Management Plan, then the SCTMP shall be reviewed and updated as necessary.
- ~~(h) To avoid more than one concrete truck in the Station Plaza site compound and one in the Tyler Street concrete truck waiting area at any one time, any required remote waiting locations for concrete trucks shall be identified.~~

The SCTMP shall be provided to Auckland Council for certification at least ten working days prior to the commencement of the Works. The SCTMP (and any amendments to the SCTMP) shall be deemed certified when the Requiring Authority has received written confirmation from Council.

Condition 6W

Notwithstanding Condition 3.2 of the Project conditions, the Station Plaza Accommodation building shall be retained following completion of the Project in order to enable the Works, as defined through these conditions (and any other contemporaneous works permitted under this designation).

The Station Plaza Accommodation building shall be removed on either the completion of the Works or by 31 December 2023, whichever date occurs first. The ~~and~~ Station Plaza shall be reinstated in accordance with Conditions 33B.1(b) and 33B.4 of the Project conditions.

Condition 7W

The Requiring Authority shall make a contact person available 24 hours, seven days a week for the duration of construction for public enquiries on the Works.

Condition 8W

Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate a process to address concerns or complaints received about adverse effects. This process shall:

- (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, which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

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

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.

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.

Condition 9W

Within one month of confirmation of the designation the Requiring Authority shall establish a kaitiaki or mana whenua forum to provide for an ongoing role for mana whenua in the construction of the Works. For clarity, the Requiring Authority may utilise an existing CRL related kaitiaki or mana whenua forum for the requirements of this condition.

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

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

- (a) Undertaking kaitiakitanga responsibilities associated with the Works, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input.

The mana whenua forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the project.

Condition 10W

The noise level arising from the Works shall not exceed the noise limits in the following table:

<u>Receiver</u>	<u>Noise limit for concrete pumping</u>	<u>Noise limit for ventilation fans</u>	<u>Any other activity associated with the Works</u>

2 Queen Street	70dB LAeq and 85dB LAfmax	45dB LAeq	Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies.
152 Quay Street	75dB LAeq and 90dB LAfmax		
148 Quay Street	80dB LAeq and 95dB LAfmax		
8 Customs St East	70dB LAeq and 85dB LAfmax		
10 Customs St East	70dB LAeq and 85dB LAfmax		
2 Commerce Street	70dB LAeq and 85dB LAfmax		
25 Galway Street	70dB LAeq and 85dB LAfmax		
Any other receiver	Rule E25.6.28 of the Auckland Unitary Plan: Operative in Part applies.		

[Noise levels shall be measured and assessed in accordance with the requirements of Rule E25.6.1 of the Auckland Unitary Plan: Operative in Part.](#)

The Project conditions

GENERAL CONDITIONS

Condition No 1

1.1 Except as modified by the conditions below and subject to final detailed design, the Project shall be undertaken in general accordance with the information provided by the Requiring Authority in the NoR dated May 2015 and supporting documents (as updated by information provided by the Requiring Authority up until the close of the Hearing) being:

- (a) AEE dated May 2015 (Volume 1);
- (b) The Design and Construction Report dated May 2015 (Volume 2);
- (c) Supporting environmental assessment reports dated May 2015 (Volumes 2 and 3);
- (d) Plan sets:
 - (i) Land requirement plan dated May 2015 in Appendix O (Volume 3)
 - (ii) Plans contained in Appendix O (Volume 3)

1.2 Where there is inconsistency between:

- (a) The documents provided by the Requiring Authority listed above and these conditions, these conditions shall prevail.
- (b) The information and plans lodged with the requirements and presented at the Council Hearing, the most recent information and plans shall prevail
- (c) The evidence presented at the Council Hearing and the management plans (DWPs, CEMP, etc.) required by the conditions of this designation and submitted through the Outline Plan, the requirements of the management plans shall prevail

Condition No 2

2.1 In accordance with section 184(1) of the Resource Management Act 1991 (the RMA), these designations shall lapse if not given effect to by 27 March 2026.

Condition No 3

3.1 As soon as Reasonably practicable following the completion of the works enabled under this designation, the Requiring Authority shall:

- (a) Review the area of land designated for the Britomart Transport Centre.
- (b) Identify any areas of designated land that are either no longer necessary for construction activities

associated with the Project, or no longer necessary for the on-going operation and/or maintenance of the Britomart Transport Centre or for on-going mitigation measures, specifically the area identified as Construction Support Area B in lower Queen Street.

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

3.2 The Station Plaza Accommodation shall be removed within one year of completion of the Project works.

Condition No 4

4.1 The following construction activities shall not commence and machinery shall not be used on or within the Chief Post Office Building until the building is vacated by all tenants:

(a) Hand held jackhammer.

(b) Cutting and sawing of basement and lower basement slabs.

(c) Light Rockbreaker (i.e. excavator with rockbreaker): 300 kg, 5T to 12T

(d) Piling.

(e) Scraping and excavating (i.e. backhoe with bucket).

4.2 The Requiring Authority shall provide written confirmation to Auckland Council that the Chief Post Office Building has been vacated, prior to the construction activities and/ or machinery listed in (a) to (e) commencing.

Advice note: For the purpose of this condition “tenant” shall not include occupation by contractors undertaking the works on the City Rail Link project

5. Appointment of Communication and Consultation Manager

5.1 Within three months of confirmation of the designation, the Requiring Authority shall appoint a Communication and Consultation Manager to implement the Pre-construction Communication and Consultation Plan (Condition 6). The Communication and Consultation Manager shall be the main and readily accessible point of contact for persons affected by or interested in the Project until the commencement of the construction phase of the Project, or the contact person under Condition 15 is appointed.

5.2 The Communication and Consultation Manager’s contact details (or, if appointed under Condition 15, that contact person’s details) shall be listed in the Pre-construction Communication and Consultation Plan, on the Requiring Authority website, and on the Auckland Council website.

6. Pre-Construction Communication and Consultation Plan

6.1 The objective of the Pre-construction Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders (including Heritage New Zealand Pouhere Taonga and Auckland Council’s Built Heritage Unit), affected parties and affected in- proximity parties prior to the commencement of construction of the Project.

6.2 The Requiring Authority shall prepare a Pre-Construction Communication and Consultation Plan. The Plan shall be submitted to Auckland Council’s Major Infrastructure Projects Team Manager within 2 months of the Designation being confirmed, for confirmation that the Plan has been prepared in accordance with conditions 6.1 and 6.5 to 6.7.

6.3 The Plan shall be implemented and complied with from its confirmation under condition 6.2 until the commencement of construction of the Project.

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

6.5 The Pre-construction Communication and Consultation Plan shall set out how the Requiring Authority will:

(a) Inform the community of Project progress and likely commencement of construction works and the programme.

(b) Engage with the community in order to foster good relationships and to provide opportunities for learning about the Project.

(c) Seek (and specify reasonable timeframes for) feedback and input from Stakeholders, directly affected and affected in-proximity parties regarding the development of the CEMP and DWPs.

(d) Respond to queries and complaints. Information shall include but not be limited to:

(i) Who is responsible for a response;

(ii) How a response will be provided; and

(iii) The timeframes within which a response will be provided.

(e) Where feedback (in accordance with this condition) is provided, the Pre-construction Communication and Consultation Plan shall articulate how that feedback has informed the development of the CEMP and DWPs and, where it has not, the reason/s why.

6.6 The Pre-Construction Communication and Consultation Plan shall be prepared in consultation with stakeholders, directly affected parties and affected in- proximity parties including, but not limited to:

(a) All property owners and occupiers identified within the designation footprint

(b) All property owners and occupiers adjacent to the Project construction area

(c) Heritage New Zealand Pouhere Taonga

(d) Network Utility Operators; and

(e) Community Liaison Group(s) (refer Condition 8).

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

(a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.

(b) Details of the Communication and Consultation Manager for the pre- construction period (Condition 5 of this designation) including contact details (phone, email and postal address).

(c) The methods for identifying, communicating and consulting with stakeholders, directly affected parties and affected in-proximity parties and other interested parties. Such methods shall include but not be limited to:

(i) Newsletters.

(ii) Newspaper advertising.

(iii) Notification and targeted consultation with stakeholders, affected parties and affected in-proximity parties.

(iv) The use of the project website for public information.

(d) The methods for communicating and consulting with mana whenua for the implementation of mana whenua principles for the project (refer to condition 9).

(e) The methods for communicating and consulting with the Community Liaison Group(s).

(f) How communication and consultation activity will be recorded.

(g) Methods for recording reasonably foreseeable future planned network utility works so that these can be considered and incorporated, where appropriate, into the Project.

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

7. Network Utility Operators

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

(a) Maintenance of and urgent repair works to 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 Britomart Transport Centre designation.

7.2 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 Project was served on Auckland Council; or

(b) Undertaken in accordance with this condition or the section 176(1) (b) RMA process.

8. Community Liaison Group

8.1 Within three months of confirmation of the designation, the Requiring Authority shall, in consultation with the Auckland Council, establish a Community Liaison Group (“Group”) for the Project.

8.2 Membership of the Group shall include representative(s) of the Requiring Authority and be open to all directly affected and affected in-proximity parties to the Project including, but not limited to the following:

(a) Representative(s) for and/or directly affected and affected in-proximity property owners and occupiers.

(b) CBD Residents Advisory Group.

(c) Heart of the City.

8.3 In addition to the requirements in Condition 6, the purpose of the Group shall be to:

(a) Provide a means for receiving regular updates on Project progress.

(b) Monitor the effects of constructing the Project on the community by providing a regular forum through which information about the Project can be provided to the community.

(c) Enable opportunities for concerns and issues to be reported to and responded by the Requiring Authority.

(d) Provide feedback on the development of the CEMP and DWPs.

8.4 The Requiring Authority will consult with the Group in respect of the development of the CEMP and DWPs.

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

(a) Provide administrative assistance to the Group.

(b) Ensure the Group is working effectively (including the development of a Code of Conduct) with appropriate procedures for the Group.

(c) Act as a community consultation advisor to the Group.

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

8.6A The Requiring Authority shall provide the Group with vibration monitoring data relating to the buildings listed in Appendix 1 as required under conditions 26, 27, 28, 34 upon request.

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

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

8.9 The Group shall continue for the duration of the construction phase of the Project and for six months following completion of the Project.

9. Mana Whenua Consultation

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

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

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

(a) Input into the preparation of the CEMP and DWPs.

(b) Working collaboratively with the Requiring Authority in relation to built heritage and archaeological matters.

(c) Undertaking kaitiakitanga responsibilities associated with the Project, including monitoring, assisting with discovery procedures, and providing mātauranga Māori input in the relevant stages of the Project.

9.4 The mana whenua forum may provide written advice to the Requiring Authority in relation to any of the above matters. The Requiring Authority must consider this advice and the means by which any suggestions may be incorporated in the project.

10. Network Utility Operator Liaison

10.1 The Requiring Authority and its contractor shall:

(a) Work collaboratively with Network Utility Operators during the development of the detailed design for the 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.

(c) Work collaboratively with Network Utility Operators during the preparation and implementation of the CEMP (Condition 23) and DWPs in relation to management of adverse effects on Network Utility Operations.

10.2 A summary of communication and consultation undertaken between the Requiring Authority and Network Utility Operators prior to construction commencing shall be provided as part of the Outline Plan.

10.3 The Requiring Authority shall undertake on-going communication and consultation with Network Utility operators throughout the duration of construction, including in relation to changes envisaged by Conditions 21 and 22 affecting Network Utility Operations to ascertain whether or not any changes or updates to the CEMP Network Utilities section are required to address unforeseen effects.

CONSTRUCTION CONDITIONS

11. Outline Plan Requirements

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

(a) The Communication and Consultation Plan (Condition 16.4)

(b) The Construction Environmental Management Plan (CEMP).

(c) Delivery Work Plans (DWPs).

(d) Any other information associated with the construction of the Project required by these conditions.

11.2 The plans listed in Condition 11.1 above must clearly document the comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in-proximity parties, and any recommendations received as part of the Independent Peer Review Panel process (where applicable), along with a clear explanation of where any affected party comments or peer review recommendations have not been incorporated.

11.3 The Requiring Authority may choose to give effect to the conditions which relate to the construction of the Project:

- (a) Either at the same time or in parts;
- (b) By submitting one or more:
 - (i) Communication and Consultation Plans
 - (ii) CEMP and/or
 - (iii) DWPs.

11.4 The plans in condition 11.3(b) should clearly show how the part integrates with adjacent or other construction works and interrelated activities (e.g. City Rail Link).

11.5 Early engagement must be undertaken with Auckland Council in relation to preparation and submission of the Outline Plan, in order to establish a programme for the Outline Plan process and to ensure achievable timeframes for both parties.

11.6 All works shall be carried out in accordance with the Outline Plan required by this condition.

12. Independent Peer Review of CEMP and DWPs

12.1 Prior to submitting the CEMP and DWPs to Auckland Council for the construction of the Project, the Requiring Authority shall engage suitably qualified independent specialists agreed to by Auckland Council to form an Independent Peer Review Panel. The purpose of the Independent Peer Review Panel is to undertake a peer review of the CEMP and the DWPs, and provide recommendations on whether changes are required to the CEMP and DWPs in order to meet the objective and other requirements of these conditions.

12.2 The CEMP and DWPs must clearly document the comments and inputs received by the Requiring Authority during its consultation with stakeholders, affected parties and affected in-proximity parties, along with a clear explanation where any comments have not been incorporated. This information must be included in the CEMP and DWPs provided to both the independent peer reviewer and Auckland Council as part of this condition.

12.3 The CEMP and DWPs submitted to Auckland Council shall demonstrate how the recommendations from the independent peer reviewers have been incorporated, and, where they have not, the reasons why not.

12.4 In reviewing the Outline Plan submitted in accordance with these designation conditions, Auckland Council shall take into consideration the independent specialist peer review undertaken in accordance with this condition and any additional information provided to Auckland Council by affected parties

13. Availability of Outline Plan(s)

13.1 For the duration of construction the following plans and any material changes to these plans shall be made available for public viewing on the Requiring Authority's web site:

- (a) CEMP
- (b) DWPs
- (c) Communication and Consultation Plan.

13.2 A copy of these Plans will also be held and made available for viewing at the main Project construction site.

14. Monitoring of Construction Conditions

14.1 The Requiring Authority, its contractor team, and the Auckland Council Consent Monitoring officer(s) shall establish and implement a collaborative working process for dealing with day to day construction processes, including monitoring compliance with these conditions and with the CEMP and DWPs and any material changes to these plans associated with construction of the Project.

14.2 This collaborative working process shall:

- (a) Operate for the duration of the construction works and for 6 months following completion of construction works where monitoring of designation conditions is still required, unless a different timeframe is mutually agreed between the Requiring Authority and the Auckland Council.
- (b) Have a “key contact” person representing the Requiring Authority and a “key contact” person representing the contractor team to work with the Auckland Council Consent Monitoring officer(s).
- (c) The “key contacts” shall be identified in the CEMP and shall meet at least monthly with the Auckland Council Consent Monitoring officer(s) unless a different timeframe is agreed. The purpose of the meeting is to:
 - (i) Report on compliance with these conditions and with the CEMP, DWPs and material changes to these plans and on any matters of non-compliance and how they have been addressed.
 - (ii) Identify and agree:
 - (a) That material changes have occurred or are required that require a review of the CEMP or DWPs in accordance with Condition 21. The key contacts shall provide the Auckland Council Consent Monitoring officer(s) written confirmation that a material change has occurred or is required and;
 - (b) Which receivers are affected parties.
 - (d) Once construction has commenced, the Requiring Authority and / or the contractor shall provide an update to the Community Liaison Groups (Condition 8) at least once every 3 months, or if in accordance with Condition 8 these groups meet more regularly, at least once every two months.

14.3 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 this designation are being carried out in compliance with the designation conditions, the CEMP, 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 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 or DWPs, which are not material changes requiring approval under Condition 11 triggering the requirement for a new Outline Plan, can be required, reviewed and confirmed.
- (c) Advise where changes to construction works following a confirmed Outline Plan require a new CEMP or DWP.
- (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 the adequacy of the measures adopted to respond to these.

COMMUNICATION AND CONSULTATION

15. Contact Person

15.1 The Requiring Authority shall make a contact person available 24 hours, seven days a week for the duration of construction for public enquiries on the construction works.

16. Communication and Consultation Plan

16.1 The objective of the Communication and Consultation Plan is to set out a framework to ensure appropriate communication and consultation is undertaken with the community, stakeholders, affected parties and affected in- proximity parties during the construction of the Project.

16.2 The Requiring Authority shall prepare a Communication and Consultation Plan which shall be implemented and complied with for the duration of the construction of the Project.

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

- (a) Inform the community of construction progress and future construction activities and constraints that could affect them.
- (b) Provide early information on key Project milestones.

(c) Obtain and specify a reasonable timeframe (being not less than 10 working days), for feedback and inputs from directly affected and affected in-proximity parties regarding the development (as part of the review process provided by Condition 21) and implementation of the CEMP or DWPs.

(d) Respond to queries and complaints including but not limited to:

(i) Who is responsible for responding to feedback and inputs;

(ii) How responses will be provided; and

(iii) The timeframes within which responses will be provided.

16.4 The Communication and Consultation Plan shall, as a minimum, include:

(a) A communications framework that details the Requiring Authority's communication strategies, accountabilities, frequency of communications and consultation, the range of communication and consultation tools to be used (including any modern and relevant communication methods, newsletters or similar, advertising etc.), and any other relevant communication matters.

(b) The Communication and Consultation Manager for the Project including contact details (phone, email and postal address).

(c) The methods for identifying, communicating and consulting with persons affected by the project including but not limited to:

(i) All property owners and occupiers within the designation footprint;

(ii) All property owners and occupiers adjacent to the Britomart construction area;

(iii) Heritage New Zealand Pouhere Taonga;

(iv) Auckland Council's Built Heritage Unit;

(v) Community Liaison Group (refer Condition 8); and

(vi) Network Utility Operators, including the process:

a. To be implemented to capture and trigger where communication and consultation is required in relation to any material changes affecting the Network Utilities.

b. 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.

c. For obtaining any supplementary authorisations, including but not limited to resource consents (including those required under a National Environmental Standard) and easements.

d. For inspection and final approval of works by Network Utility Operators.

e. For implementing conditions 10, 21, 22, and 23 in so far as they affect Network Utility Operations.

(d) How stakeholders and persons affected by the project will be notified of the commencement of construction activities and works, the expected duration of the activities and works, and who to contact for any queries, concerns and complaints.

(e) How stakeholders and persons affected by the project (including Sensitive Noise and Vibration Receivers) will be consulted in the development and review of the CEMP and DWPs, including specifying reasonable timeframes for feedback.

(f) Methods for communicating in advance temporary traffic management measures and permanent changes to road networks and layouts to directly affected and in-proximity parties, bus (public and private) operators, taxi operators, bus users, and the general public.

(g) Methods for communicating in advance to surrounding communities (including Sensitive Noise and Vibration Receivers) which must be notified at least 24 hours in advance where construction activities are predicted to:

(i) Exceed the construction noise limits (refer Condition 25); or

(ii) Exceed a vibration limit (refer Conditions 26 and 27).

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

(i) Methods for communicating and consulting with mana whenua for the duration of construction and implementation of mana whenua principles for the project (refer to Condition 9).

(j) 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 alternative routes or detours to be used.

(k) A list of stakeholders, directly affected and affected in-proximity parties to the construction works with whom communication will be undertaken.

(l) How communication and consultation activity relating to construction activities and monitoring requirements will be recorded.

16.5 The Communication and Consultation Plan shall also include (as relevant) linkages and cross-references to the CEMP and DWPs.

16.6 The Communication and Consultation Plan shall include a summary of the communication and consultation undertaken between the Requiring Authority and parties as required by the Pre-construction Communication and Consultation Plan, including any outstanding issues or disputes raised by parties.

The Communication and Consultation Plan shall be reviewed six monthly for the duration of construction and updated if required. Any updated Communication and Consultation Plan shall be provided to the "key contacts" (see Condition 14) and the Auckland Council Consent Monitoring officer for review and agreement on any further action to be undertaken.

Any further action recommended as a result of this review shall be undertaken by the Communication and Consultation Manager for the Project and confirmation of completion provided to the Auckland Council Consent Monitoring officer.

If, in the course of amendments undertaken as part of the review process, a material change to the Communication and Consultation Plan is made, those parties affected by the change shall be notified within 1 month of the material change occurring.

17. Concerns and Complaints Management

17.1 Upon receiving a concern or complaint during construction, the Requiring Authority shall instigate a process to address concerns or complaints received about adverse effects. This process shall:

- (a) Identify of the nature of the concern or complaint, and the location, date and time of the alleged event(s).
- (b) Acknowledge receipt of the concern or complaint within 24 hours of receipt
- (c) Respond to the concern or complaint in accordance with the relevant management plan, which may include monitoring of the activity by a suitably qualified expert and implementation of mitigation measures.

17.2 A record of all concerns and / or complaints received shall be kept by the Requiring Authority. This record shall include:

- (a) The name and address of the person(s) who raised the concern or complaint (unless they elect not to provide this) and details of the concern or complaint.
- (b) Where practicable, weather conditions at the time of the concern or complaint, including wind direction and cloud cover if the complaint relates to noise or air quality.
- (c) Known 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 Project construction that may have contributed to the concern or complaint such as non- 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.

17.3 This record shall be maintained on site, be available for inspection upon request, and shall be provided every two months (or as otherwise agreed) to the Auckland Council Consent Monitoring officer, and to the "key contacts" (see Condition 14).

17.4 Where a complaint remains unresolved or a dispute arises, the Auckland Council Compliance Monitoring Officer will be provided with all records of the complaint and how it has been dealt with and

addressed and whether the Requiring Authority considers that any other steps to resolve the complaint are required.

17.5 Upon receiving records of the complaint, the Auckland Council Compliance Monitoring Officer may determine whether a review of the CEMP and/or DWPs is required under Condition 21 to address this complaint. The Auckland Council Compliance Monitoring Officer may advise the Requiring Authority of its recommendation within 10 working days of receiving the records of complaint.

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

18. Preparation, Compliance and Monitoring

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

18.2 All works must be carried out in accordance with the CEMP, the DWPs required by these conditions and in accordance with any changes to plans made under Condition 22.

18.3 The CEMP and DWPs shall be prepared, complied with and monitored by the Requiring Authority throughout the duration of construction of the Project.

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

18.5 The CEMP shall include measures to give effect to any specific requirements and objectives set out in these designation conditions that are not addressed by the DWPs.

18.6 Where mitigation measures are required to be implemented by the Requiring Authority in relation to the construction of the Project, it shall meet the reasonable and direct costs of implementing such mitigation measures

19. CEMP Requirements

19.1 In order to give effect to the objective in Condition 18.1, the CEMP must provide for the following:

- (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) Training requirements for employees, sub-contractors and visitors on construction procedures, environmental management and monitoring.
- (c) The procedure for a cultural heritage induction for all parties involved in excavation works on the Project site, as provided for in Condition 9.
- (d) A Travel Management Plan for each construction site outlining onsite car parking management and methods for encouraging travel to the site using forms of transport other than private vehicle to assist in mitigating localised traffic effects.
- (e) Where a complaint is received, the complaint must be recorded and responded to as provided for in Conditions 14, 16 and 17.

19.2 The CEMP shall include details of:

- (a) The site or Project Manager and the Communication and Consultation Manager (who will implement and monitor the Communication and Consultation Plan), including their contact details (phone, email and physical address).
- (b) The Document management system for administering the CEMP, including review and Requiring Authority / Contractor / Auckland Council requirements.
- (c) Environmental incident and emergency management procedures.

- (d) Environmental complaints management procedures (see also Condition 17).
- (e) An outline of the construction programme of the work, including construction hours of operation, indicating linkages to the DWPs which address the management of adverse effects during construction and the works identified in the Urban Design DWP.
- (f) Specific details on demolition to be undertaken during the construction period.
- (g) Means of ensuring the safety of the general public.
- (h) Methods to assess and monitor potential cumulative adverse effects.
- (i) How Station Plaza, Tyler and Galway Streets will be reinstated upon completion of the Project in accordance with the Urban Design DWP (Condition 33B).

19.3 The Requiring Authority shall update, as necessary, the specific construction methodology for the works under the Chief Post Office building detailing how the works will be undertaken to avoid compromising the structural integrity of the existing structure including the foundation system.

The specific construction methodology shall be updated in consultation with Heritage New Zealand Pouhere Taonga and the Auckland Council's Built Heritage Implementation Unit. A record of this liaison and outcomes shall be included in the CEMP as part of the Outline Plan.

20. CEMP Construction Works Requirements

20.1 In order to give effect to the objective in Condition 18.1, the CEMP 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 managing the control of silt and sediment within the construction area.
- (c) Methods for earthworks management (including depth and extent of earthworks and temporary, permanent stabilisation measures and monitoring of ground movement) for earthworks adjacent to buildings and structures.
- (d) Measures to keep the construction area in a tidy condition in terms of disposal and storage of rubbish and unloading and storage of construction materials (including equipment).
- (e) Measures to ensure that all storage of materials and equipment associated with the construction works takes place within the boundaries of the designation.
- (f) Measures to ensure all temporary boundary / security fences associated with the construction of the Project are maintained in good order with any graffiti removed as soon as possible.
- (g) How the construction areas are to be fenced and kept secure from the public and the location and specification of any temporary acoustic fences and visual barriers.
- (h) 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 in the screens and fences required by condition (g), to enhance public amenity and connection to the project.
- (i) The location of any temporary buildings (including workers offices and portaloos) and vehicle parking (which should be located within the construction area and not on adjacent streets).
- (j) Methods to control the intensity, location and direction of artificial construction lighting to avoid light spill and glare onto sites adjacent construction areas.
- (k) Methods to ensure the prevention and mitigation of adverse effects associated with the storage, use, disposal, or transportation of hazardous substances.
- (l) That site offices and less noisy construction activities be located at the edge of the construction yards where practicable.

21. Review Process for CEMP and DWPs

21.1 The CEMP and DWPs shall be reviewed at least annually or as a result of a material change to the Project or to address unforeseen adverse effects arising from construction or unresolved complaints. Such

a review may be initiated by either Auckland Council or the Requiring Authority. The review shall take into consideration:

- (a) Compliance with designation conditions, the CEMP, DWPs and material changes to these plans.
- (b) Any changes to construction methods.
- (c) Key changes to roles and responsibilities within the Project.
- (d) Changes in industry best practice standards.
- (e) Changes in legal or other requirements.
- (f) Results of monitoring and reporting procedures associated with the management of adverse effects during construction.
- (g) Any comments or recommendations received from Auckland Council regarding the CEMP and DWPs.
- (h) Any unresolved complaints and any response to the complaints and remedial action taken to address the complaint as required under Condition 17.

21.2 The Requiring Authority shall provide the opportunity (and specify reasonable timeframes for) feedback and input from affected parties identified in condition 14.2(c) (ii) regarding the CEMP and DWP review process.

21.3 Any material change proposed to the CEMP and DWPs shall be subject to an independent peer review as required by Condition 12.

21.4 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.

22. Update of CEMP and DWPs following Review

22.1 Following the CEMP and DWPs review process described in Condition 21, the CEMP may require updating.

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

22.3 Affected parties and the Community Liaison Group must be notified of the review and any material change proposed to the CEMP and DWPs.

22.4 The CEMP and DWPs must clearly document the comments and inputs received by the Requiring Authority from affected parties about the material change, along with a clear explanation of where any comments have not been incorporated.

22.5 Following that review any material change proposed to the CEMP and DWPs relating to an adverse effect shall be submitted for approval to Auckland Council Compliance and Monitoring Officer, at least 10 working days prior to the proposed changes taking effect. If any changes are not agreed, the relevant provisions of the RMA relating to approval of outline plans shall apply.

23. Network Utilities

23.1 To manage the adverse effects on Network Utilities operations during the construction of the Project, relevant matters in this condition shall be included in the CEMP.

23.2 The purpose of this section of the CEMP shall be to ensure that the construction of the Project 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 Project.

23.3 For the avoidance of doubt and for the purposes of this condition an “existing Network Utility” includes infrastructure operated by a Network Utility Operator which was:

- (a) In place at the time the notice of requirement for the Project was served on Auckland Council; or
- (b) Undertaken in accordance with condition 7 of this designation or the section 176(1) (b) RMA process.

23.4 The CEMP shall be prepared in consultation with Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation and shall be adhered to and implemented during the construction of the Project. The CEMP shall include as a minimum:

- (a) Cross references to the Communication and Consultation Plan for the methods that will be used to liaise with all Network Utility Operators who have existing Network Utilities that traverse, or are in close proximity to, the designation.
- (b) Measures to be used to identify accurately 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 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 Project.
- (g) A risk analysis for the relocation and rebuild of existing Network Utilities during the construction of the Project.
- (h) Earthworks management (including depth and extent of earthworks and temporary and permanent stabilization 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 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.

23.5 If the Requiring Authority and a Network Utility Operator cannot agree on the methods proposed under the CEMP to manage the construction effects on the Operator's Network Utility operation, unless otherwise agreed, each party will appoint a suitably qualified and independent expert, who shall jointly appoint a third such expert to advise the parties and make a recommendation. That recommendation will be provided by the Requiring Authority as part of the CEMP along with reasons if the recommendation is not accepted.

TRANSPORT, ACCESS AND PARKING

24. General Transport, Access and Parking

24.1 A Transport, Access and Parking DWP shall be prepared to manage the adverse effects of construction of the Project on the transport network.

24.2 The objective of the Transport, Access and Parking DWP is, so far as is reasonably practicable, to avoid, remedy or mitigate the adverse effects of construction on transport, pedestrian safety and amenity, 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) Managing pedestrian safety and amenity.
- (c) Maintaining pedestrian access to private property at all times.
- (d) Providing on-going vehicle access to private property to the greatest extent possible

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

(aa) The traffic management measures to be in general accordance with the draft temporary traffic management plans 4205003-CS2802 Rev B and 4205003CS2803 Rev B.

(bb) The name, job title and contact details for the person who will be responsible for dealing with traffic congestion complaints.

(a) Details of 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.

(b) Details of widening of footpaths resulting in:

(i) Road lane narrowing in Commerce Street.

(ii) Road lane narrowing in Galway Street and Tyler Street outside the CPO building.

(c) How the displacement of taxi parking spaces, mobility impaired parking spaces and short and long-term parking spaces will be mitigated through relocation generally in accordance with the Flow Transportation Specialists Transport Assessment, dated May 2015, Figure 10 Proposed Parking Plan, including but not limited to the temporary use of the bus stop located outside 2 Queen Street and 152 Quay Street for short term parking during the Project works construction period.

(d) How pedestrian circulation and safe movement will be maintained:

(i) On Commerce Street, between Tyler Street and Galway Street;

(ii) On Galway Street; and

(iii) At or adjacent to the intersections of Commerce Street with Customs Street and Quay Street.

(e) Details of the reversal of the direction of traffic flow along Tyler Street.

(f) How disruption to the use of private property will be mitigated through:

(i) Ensuring pedestrian and cycle access to private property is retained at all times.

(ii) Providing vehicle access to private property as far as practicably possible at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure.

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

(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. The objective with regard to pedestrians is to ensure that satisfactory and safe movement is maintained, at or adjacent to the construction works.

(ii) With regard to public transport, prioritisation could also apply beyond intersections where travel time savings can be achieved.

(iii) Relocating bus stops and taxi stands to locations which, as far as practicably possible, minimise disruption.

(iv) Identifying alternate heavy haul routes where these are affected by construction works

(h) Details of the management of pedestrians on the footpath in the case of an emergency in or evacuation of a building immediately adjacent to a work site.

(i) Details of how general traffic access along lower Queen Street will be managed in light of the requirement to remove the current general traffic prohibition at the Lower Queen Street / Quay Street intersection.

(j) Cross references to the specific sections in the Communication and Consultation Plan that detail how emergency services, landowners, occupiers, public transport users, bus and taxi operators, and the general public are to be consulted with in relation to the management of the adverse effects on the transport network.

(k) How traffic control, monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, shall be carried out during six week periods at the commencement of the following Project construction phases:

(i) Site preparation and Station Plaza accommodation works

(ii) Britomart Station modification works (including work to the CPO building).

(l) Detailing the purpose of the monitoring/surveys and reporting of traffic movements and conditions at the intersections of Quay Street/Commerce Street, Tyler Street/Commerce Street, Galway Street/Commerce Street and Customs Street/Commerce Street, which is to identify the need and make up of ongoing temporary traffic control during the Project construction period, in these locations, if required.

(m) Inclusion of the following requirements:

(i) Traffic surveys shall be undertaken by a suitably qualified independent person, 3 months prior to construction of the Project commencing to establish a baseline of existing transport congestion.

(ii) Temporary traffic control measures shall be in place between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive, prior to works commencing on each construction phase and remain in place for six weeks. During this six week period:

a. Traffic monitoring/ surveys shall be undertaken by a suitably qualified independent person, during the first four weeks between the hours of 7.30am - 9.30am and 3pm – 6pm Monday to Friday inclusive to monitor construction traffic impacts on the identified intersections.

b. At the conclusion of the four week monitoring period a written report shall be prepared by a suitably qualified independent person describing the observations and providing recommendations for the make-up of ongoing temporary traffic control during the Project construction period if required. The recommendations of the report are binding on the Requiring Authority. This report shall be available prior to the six week temporary traffic control period ending.

c. The report required by condition 24.3(m) (ii) (b) shall be provided to all property owners and occupiers of the sites that are identified in Appendix 2, in accordance with condition 16.4(c).

24.4 No permanent closure of Tyler Street and Galway Street will be undertaken during the construction of the project.

24.5 Temporary full width road closure of Tyler Street and Galway Street shall be limited to no more than 10 closures per annum per road and restricted to the length of Tyler and Galway Streets running between the eastern façade of the Chief Post Office and Commerce Street.

24.6 Temporary full width road closures shall be for no longer than any continuous period of three hours in any 12 hour period. Any closure for any longer period shall be limited to a maximum of eight hours between the hours of 11pm and 7am, Monday to Sunday.

24.7 Any temporary full width road closure for three hours or less shall be upon 24 hours prior notice, and the Requiring Authority shall communicate and consult on such matters as timing and access arrangements 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.

24.8 Any temporary full width road closure in excess of three hours shall require 72 hours prior notice, the Requiring Authority shall communicate and consult on such matters as timing and access arrangements on the closure at least 72 hours in advance, and will offer and provide where agreed with the affected party alternative parking arrangements. The alternative parking arrangement should be as close to the site affected as is reasonably practicable.

24.9 Communication and consultation of the advance notice of any temporary full width road closures shall be undertaken with all property owners and occupiers of the sites that are identified in Appendix 2 to the Designation, in accordance with condition 16.4(c).

24.10 Where an affected party unexpectedly finds his/her 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.

24.11 If the Requiring Authority receives complaints from the public regarding the achievement of satisfactory and safe pedestrian movement being maintained, at or adjacent to the construction works, then these complaints shall be investigated.

If the complaints are considered by the Requiring Authority/ Council to be justified, then mitigation measures shall be considered by the Requiring Authority which could include, but should not be limited to

- (a) providing fencing to guide pedestrian movement, or
- (b) modifying signal timings and phases for the benefit of pedestrians, where reasonably practicable at that time.

24.12 The Requiring Authority shall ensure that access to and egress from the Quay Street entrance to the Britomart carpark (located at 88 Quay Street) is maintained by installing a “keep clear” marking across the Britomart carpark entry/exit.

24.13 The Requiring Authority shall ensure that no trucks larger than a 11.5m rigid truck travel to or from or make deliveries to or from the respective work site areas between the hours of 7.30am to 9.30am and 3pm to 6pm.

24.14 Methods to restrict project construction vehicles using Tyler Street and Galway Street east of Commerce Street for the duration of the construction of the Project.

NOISE AND VIBRATION

25. Project Standards - Construction Noise

25.1 Subject to condition 25.2 construction noise shall comply with the following Project Standards:

Receiver Type	Monday to Saturday 0700-2200	Sundays and PublicHolidays 0700-2200	At all other times 2200-0700
Occupied commercial and industrial buildings (including offices)	75dB LAeq	75dB LAeq	75dB LAeq
Sensitive receivers (excluding offices)	2 75dB LAeq 90dB LAFmax	3 65dB LAeq 80dB LAFmax	4 60dB LAeq 75dB LAFmax

25.2 Where the limits in 25.1 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented (Condition 28).

The best practicable option, as defined in the Construction Noise and Vibration DWP must be implemented (Condition 28).

25.3 Construction noise shall be measured and assessed in accordance with the provisions of NZS 6803:1999. The measurement and assessment location is external to the buildings at 1m from the façade.

26. Project Standards - Construction Vibration

26.1 Construction vibration shall comply with the following Project Standards for building damage:

Type of Structure	Short term (transient) vibration 1			Long-term (continuous) 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)	10-50Hz (mm/s)	50-100Hz (mm/s)		
1. Commercial Industrial	20	20-40	40-50	40	10
2. Residential School	5	5-15	15-20	15	5
3. Structures that are historic (of intrinsic value) and are sensitive structures	3	3-8	8-10	8	2.5

26.2 Line 1 of the above table shall apply to the Britomart Transport Centre with the exception of those elements listed in 26.3.

26.3 Line 2 shall apply to the CPO’s masonry façade. In accordance with Standard DIN 4150-3:1999, measurements shall be made as close as practicable to the masonry façade at both the level of the foundations supporting the masonry façade and at the level of the CPO’s highest floor (refer to Appendix 3).

Note:

1. Standard DIN 4150-3:1999 defines short-term (transient) vibration as “vibration which does not occur often enough to cause structural fatigue and which does not produce resonance in the structure being evaluated”. Long-term (continuous) vibration is defined as all other vibration types not covered by the short-term vibration definition.

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

26.5 Where the limits in 26.1 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented for that receiver (Condition 28 (h) and (i)), provided that Condition 28.3(p) is complied with.

27. Project Standards - Construction Vibration (Amenity)

27.1 Between the hours of 10pm and 7am vibration generated by construction activities shall not exceed:

- (a) a Peak Particle Velocity (PPV) of 0.3mm/s when measured at any part of the floor of any bedroom;
- (b) a noise level of 35 dB LAeq (15min) when measured in any bedroom.

27.2 Between the hours of 7am and 10pm vibration generated by construction activities shall not exceed:

- (a) A Peak Particle Velocity (PPV) of 1mm/s as measured on the floor of the receiving room for residentially occupied habitable rooms, bedrooms in temporary accommodation and medical facilities; and
- (b) A Peak Particle Velocity (PPV) of 2mm/s as measured on the floor of the receiving room for retail and office spaces (including work areas and meeting rooms);

27.3 The limits in 27.1 and 27.2 shall be investigated and applied only upon the receipt of a complaint from any building occupant. They shall not be applied where there is no identified concern from an occupant of a building.

27.4 Where the limits in 27.1 and 27.2 are found (through measurement) to be exceeded then the best practicable option, as defined in the Construction Noise and Vibration DWP will be implemented for that receiver (Condition 28).

28. 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.

28.1 A Construction Noise and Vibration DWP shall be prepared and implemented.

The objective of the Construction Noise and Vibration DWP is to provide for the development and implementation of identified best practicable options to avoid, remedy or mitigate the adverse effects on receivers of noise and vibration resulting from construction.

28.2 The Construction Noise and Vibration DWP shall:

- (a) Adopt the noise and vibration standards for construction set out in Conditions 25, 26 and 27 of this designation.
- (b) Be generally consistent with the draft Construction Noise and Vibration DWP submitted as part of the Notice of Requirement documentation.
- (c) Identify methods to achieve the best practicable option for mitigating adverse effects.

28.3 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) External piling and saw cutting will be restricted to between the hours of 7am to 7pm, Monday to Saturday
- (c) Exclusion of vibratory rolling and rock breaking during night-time periods (10pm to 7am) unless equipment trials confirm compliance can be achieved with Project criteria in condition 27.1.
- (d) A restriction on the use of sheet piling and vibratory rolling unless it can be demonstrated that any material damage to the CPO will be avoided.
- (e) Construction machinery and equipment to be used and their operating noise and vibration levels.
- (f) Acoustic hoardings shall be installed over all ground floor windows and doors of the Chief Post Office prior to construction commencing.
- (g) Mobile acoustic enclosures shall be used for concrete cutting activities if this is the Best Practicable Option and in accordance with health and safety procedures.
- (h) 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 25, 26 and 27 of this designation.
- (i) Identification of each activity that is predicted to exceed or measured to exceed the limits in conditions 25, 26 or 27 and the best practicable option to minimise adverse effects from those construction activities that is generally consistent with section 8.3 of the draft Construction Noise and Vibration DWP submitted as part of the NoR documentation.
- (j) The timing of construction activities that are likely to create an adverse noise and vibration effect.
- (k) The location of sensitive noise and vibration receivers.

- (l) A record of communication and consultation with sensitive receivers. The record must include a clear explanation where any comments from sensitive receivers have not been incorporated in the Construction Noise and Vibration DWP, and the reasons why not. This information must be included in the Construction Noise and Vibration DWP provided to both the Independent Peer Review Panel and Auckland Council as part of the Outline Plan process specified in Condition 11.
- (m) Specific measures to address the concerns raised by those sensitive receivers.
- (n) Specific training procedures for construction personnel including:
 - (i) The project noise and vibration performance standards for construction (conditions 25, 26 and 27).
 - (ii) Information about noise and vibration sources within the construction area and the locations of sensitive noise and vibration receivers.
 - (iii) Construction machinery operation instructions relating to mitigating noise and vibration.
- (o) 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 by the Requiring Authority and the affected receiver.
- (p) Monitoring systems and construction methodologies shall be developed and implemented so that the vibration limits given in 26.1 are not exceeded unless:
 - (i) Further detailed assessment of the specific construction plant to be used (from site specific trials); and
 - (ii) Specific vulnerability assessment of all sensitive features of the CPO building have been undertaken; that
 - (iii) Clearly demonstrate that higher vibration limits are appropriate.
 - (q) The vulnerability assessment of sensitive features (required by condition 28.3(p)(ii)) shall include:
 - (i) A description of the existing condition and quality of the features;
 - (ii) An assessment of the likely extent of the effect of the higher vibration limits on those features;
 - (iii) Clear identification of the areas to which the higher limits apply.
- (r) 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 31. This includes consideration of those buildings in Appendix 1.
 - (iii) The timing and location for monitoring of buildings during construction is required.
 - (iv) Identifying appropriate monitoring locations for receivers of construction noise and vibration.
 - (v) Procedures for working with the Communication and Consultation Manager to respond to complaints received on construction noise and vibration, including methods to monitor and identify noise and vibration sources.
 - (vi) Procedures for monitoring construction noise and vibration and reporting to the Auckland Council Consent Monitoring officer.
 - (vii) Procedures for how works will be undertaken should they be required as a result of building condition surveys.
- (s) Cross references to the specific sections in the Communication and Consultation Plan which detail how landowners and occupiers are to be communicated with about noise and vibration effects.
- (t) The identification of structure type (in accordance with condition 26) of any buildings or structures subject to a building condition survey required by condition 31.

BUILT HERITAGE/ARCHAEOLOGY

29. Historic Heritage - Built Heritage

29.1 A Chief Post Office Built Heritage DWP (CPO DWP) shall be prepared to provide a framework to manage the adverse effects on the built heritage values of the CPO and, where relevant, other buildings referenced in this condition, during, and after the construction of the Project.

Those aspects of the CPO DWP relating to the CPO building shall be based on the Chief Post Office Revised Conservation Plan (2003).

The Requiring Authority shall consult HNZPT, and Auckland Council's Built Heritage Unit and the CPO long-term lessee in the preparation of the CPO DWP.

29.2 The objective of the CPO DWP is to avoid where practicable or otherwise minimise adverse effects on the heritage values of the Chief Post Office and, where relevant, other buildings, during the construction of the Project works (including reinstatement) adopting the best practicable option. To achieve the above objective, the following shall, as a minimum, be included in CPO DWP:

- (a) Identification of the key heritage values of the CPO.
- (b) Details of the assessment of alternative construction methods which may achieve the objective of the CPO DWP.
- (c) Details of how the option selected by the Requiring Authority achieves the objective of the CPO DWP.
- (d) Preparation of a Building Record and Salvage Strategy that outlines a suitable set of procedures for the removal, storage and for later refitting and reuse of elements of the CPO.
- (e) The proposed methods for monitoring building damage that are to be undertaken by a suitably qualified person for the duration of the Project works.
- (f) Identification and methodology for recording Built Heritage elements directly affected by the construction, or associated pre- and post- construction, which are to be:
 - (i) Adaptively reused;
 - (ii) Partially retained in design and construction;
 - (iii) Integrated into other elements of the City Rail Link.
- (g) The key stages of the preferred construction option when a suitably qualified heritage architect will be required on site to monitor sensitive works and to make decisions regarding construction works that may result in adverse effects on the built heritage values of the Chief Post Office building.
- (h) In addition to the CPO, the CPO DWG is to detail:
 - (i) How other Built Heritage Buildings and Structures will be protected during construction through the use of screening or other protective measures to mitigate adverse construction effects; and
 - (ii) How mitigation or rectification of damage to Built Heritage Buildings and Structures identified in Appendix 1 will be addressed.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which detail how HNZPT, Auckland Council's Built Heritage Unit and the CPO long-term lessee (see condition 16) are consulted, and the communication with the general public on the management of the adverse effects relating to Built Heritage.
- (j) How reinstatement works for the CPO building will address the permanent treatment of heritage elements identified in the Heritage Covenant and Revised Conservation Plan (2003).

30 Historic Heritage – Archaeology DWP

30.1 A The objective of the Historic Heritage – Archaeology DWP is to provide a framework for the avoidance, remediation or mitigation of adverse effects on archaeological remains during construction, as far as reasonably practicable.

30.2 The Historic Heritage – Archaeology DWP shall be prepared by the Requiring Authority in consultation with HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation).

30.3 To achieve the above objective the following matters shall be included in the Historic Heritage – Archaeology DWP:

- (a) Details of pre-construction briefing(s) for contractors on site to inform them of the nature and form of archaeological material that may be encountered. Training procedures for all contractors are to be undertaken in advance of construction, regarding the possible presence of cultural or archaeological remains, what these remains may look like, and the relevant provisions of the HNZPT Act 2014 relating to archaeological sites. Attendance at these briefing and training sessions is to be recorded.
- (b) The regulatory role of HNZPT under the archaeological provisions of the HNZPTA 2014 in the management of archaeological remains is to be clearly identified.

- (c) A methodology for the supervision and inspection of all excavations.
- (d) A plan which shows the areas to be monitored for archaeological material.
- (e) A methodology, which is to be updated and confirmed prior to works commencing, for monitoring, recording, sampling, investigation and analysis to include provision for:
 - (i) Procedures for recording any archaeological remains or evidence before it is modified or destroyed, including opportunities for the conservation and preservation of artefacts and eco-facts (biological material) that are discovered. Consideration shall be given to the incorporation of in-situ material or artefacts into the design of stations and / or public places associated with the Project works.
 - (ii) Provision for 'post-excavation' archiving, assessment and analysis of the archaeological records and materials; and publication of results of these works within 12 months of completion of archaeological works or annually if the works form part of a staged project over an extended period of time, which-ever is the lesser.
 - (iii) Allocation of resources for Carbon 14 dating and eco-fact treatment and conservation (wood, metal and other organic material).
- (f) An artefact management plan (see HNZPT Artefact Management information sheet), the purpose of which is to outline where artefacts will be stored (both short and long term), analysed and either displayed, discarded or returned to landowner (see the Protected Objects Act 1975)
- (g) Protocols (tikanga) for discovery of artefacts of Māori origin, especially koiwi. (h) Protocols for compliance with the Protected Objects Act 1975.
- (i) Cross references to the specific sections in the Communication and Consultation Plan which details how HNZPT, Auckland Council's Heritage Unit (Cultural Heritage Implementation) and mana whenua (see condition 9) are consulted, and the communication with the general public on the management of the adverse effects relating to pre and post 1900 archaeology.
- (j) How opportunities to interpret and display archaeological finds to the public within the Project area will be identified and implemented, including how HNZPT and Auckland Council's Heritage Unit (Cultural Heritage Implementation) will be involved in this process.
- (k) A methodology for the updating of the New Zealand Archaeological Association ARCHSITE database and the Auckland Council Cultural Heritage Inventory files and for the reporting of the work undertaken at the completion of construction.

BUILDING CONDITION SURVEYS

31. Process for Building Condition Surveys

31.1 Prior to construction, a building survey shall be undertaken of (as a minimum) those buildings listed in Appendix 1, pursuant to Condition 31.2(b).

In addition to those buildings listed in Appendix 1, a building condition survey will be undertaken where it is assessed that there is potential for damage to buildings or structures arising from construction as determined by an independent suitably qualified person appointed by the Requiring Authority based on the criteria below unless the relevant industry criteria applied at the time or heightened building sensitivity or other inherent building vulnerability requires it.

Building damage criteria will initially be assessed in accordance with Burland, J.B. (1997) "Assessment of Risk of Damage to Buildings due to Tunnelling and Excavation". Additional factors which may be considered in determining whether a building condition survey will be undertaken include:

- (a) Age of the building
- (b) Construction types
- (c) Foundation type/s
- (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.

31.2 Where, prior to construction, it is determined that a Building Condition Survey is required in accordance with Condition 31.1, or if measurements exceed the criteria in Condition 26:

(a) The Requiring Authority shall employ a suitably qualified person to undertake the building condition surveys and that person shall be identified in the CEMP.

(b) The Requiring Authority shall provide the building condition survey report to the relevant property owner within 15 working days of the survey being undertaken, and additionally it shall notify and provide the Auckland Council Consent Monitoring officer a copy of the completed survey report

(c) The Requiring Authority shall contact the 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 Project works. The purpose of monitoring is to assess whether or not active construction is compromising the structural integrity of the building.

(h) The Requiring Authority shall, as part of the Building Condition Survey and in accordance with the advice of the suitably qualified person identified in Condition 31.2(a), determine whether the building is classified as Commercial / Industrial, Residential / School or a Structure that is Historic and sensitive in terms of Condition 26.

(i) The type of structure shall be clearly stated in the relevant building condition survey report developed in accordance with condition 31.2(b).

31.3 During construction:

(a) The Requiring Authority shall implement procedures that will appropriately respond to the information received from the monitoring system. Where necessary this may include the temporary cessation of works in close proximity to the relevant building until such time as measures are implemented to avoid further damage or compromise of the structural integrity of the building.

(b) Any damage to buildings or structures shall be recorded and repaired by the Requiring Authority and costs associated with the repair will be met by the Requiring Authority.

31.4 Following construction:

(a) The Requiring Authority shall, within 12 months of the commencement of operation of the Project, 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 Project, the Requiring Authority shall, at its own cost, rectify the damage.

(c) Where the Requiring Authority is required to undertake building repairs in accordance with Conditions 31.3(b) or 31.4(b), such repairs shall be undertaken as soon as practicably possible and in consultation with the owner of the building.

PUBLIC ART

32. Public Art DWP

32.1 A Public Art DWP shall be prepared to manage the adverse effects on public art located within or in close proximity to the designation footprint.

32.2 The objective of the Public Art DWP is to enable the appropriate removal and / or relocation of public art directly affected by the construction of the Project.

32.3 To achieve the above objective, included in the Public Art DWP shall be the process that will be undertaken to remove the public art, its storage, re- establishment or relocation and / or replacement (as part of the restoration works associated with the Project), including the consultation undertaken with the Auckland Council and proposed implementation.

32.4 If one does not already exist, an asset management plan shall be prepared by the Requiring Authority in collaboration with Auckland Council for any of the public art works as part of any protection or removal process.

32.5 Should any public art works be removed prior to and separate from the Project, this condition will not need to be complied with.

SOCIAL IMPACT AND BUSINESS DISRUPTION

33. Social Impact and Business Disruption DWP

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

33.2 To achieve this objective the Requiring Authority shall engage a suitably qualified specialist(s) to prepare a Social Impact and Business Disruption DWP to address the following specific issues:

- (a) How disruption to access (including pedestrian, cycle, passenger transport and service/private vehicles) for residents, community services and businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated.
- (b) How the disruption effects that result or are likely to result in the loss of customers to businesses as a result of construction activities will, so far as is reasonably practicable, be avoided, remedied or mitigated.
- (c) How loss of amenity for residents, community services and businesses as a result of construction activities will be or has been mitigated through the CEMP and other DWPs.

33.3 The Social Impact and Business Disruption DWP shall be prepared in consultation with the community, community facility operators, business owners, affected parties and affected in-proximity parties to:

- (a) Understand client and visitor behaviour and requirements and operational requirements of community facilities and businesses.
- (b) Identify the scale of disruption and adverse effects likely to result to businesses, residents and any community services/facilities as a result of construction of the Project.
- (c) Assess access and servicing requirements and in particular any special needs of residents and businesses.
- (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 community services/facilities that will be maintained during construction, within the practical requirements of the Transport, Access and Parking condition 24 and the Transport, Access and Parking DWP.
 - (ii) The measures to mitigate potential severance and loss of business visibility issues by way-finding and supporting signage for pedestrian detours required during construction.
 - (iii) The measures to promote a safe environment, taking a crime- prevention-through-environmental-design approach.
 - (iv) Other measures to assist businesses and social services/facilities to maintain client/customer accessibility, including but not limited to client/customer information on temporary parking, parking options and 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).

33.4 The Social Impact and Business Disruption DWP shall include:

- (a) A summary of the findings and recommendations of the Social Impact Assessment report (2015).
- (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 33.3 above).
- (d) Reference to any site/business specific mitigation plans that exist (though these may not be included in the DWP).
- (e) Cross reference to detail on how the CEMP and DWPs have responded to the issues of resident, business and social service/facility accessibility and amenity.
- (f) Details of on-going consultation with the local community through the Community Liaison Groups to provide updates and information relating to the timing for project works and acquisition.
- (f) The process for resolution of any disputes or complaints in relation to the management / mitigation of social impacts (including business disruption impacts).

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

33.6 Suitably qualified independent specialists for the social impact and business disruption mitigation (whose appointment shall be agreed by the Council) shall peer review the Social Impact and Business Disruption DWP pursuant to Condition 12.

33.7 The Requiring Authority shall prepare an annual report on the identification, monitoring, evaluation and management of the effects outlined in the Social Impact and Business Disruption DWP together with a summary of matters raised by the community, and how these have been responded to. The report shall be presented to the Community Liaison Group.

AIR QUALITY

33A Air Quality DWP

33A.1 An Air Quality DWP shall be prepared to avoid, remedy or mitigate the adverse effects on air quality during the construction of the Project or any part of it.

33A.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.

33A.3 To achieve the above objective the following shall be included in the Air Quality DWP and implemented as required:

- (a) The procedures to be implemented for the continuous monitoring of Total Suspended Particulate (TSP) concentrations and meteorology including, but not limited to, the establishment of two monitoring sites (to the north and south of the site);
- (b) Identification of the sensitive locations, and the specific methods for monitoring, including trigger limits to determine whether further action (such as implementation of the mitigation measures discussed below or other mitigation measures) is required;
- (c) Procedures for responding to malfunctions with construction machinery or works causing accidental dust discharges including, but not limited to, the requirement to remedy any malfunction within 24 hours;

- (d) Procedures for monitoring weather conditions and the requirement that water spray is used on soil stockpiles, any non-paved construction areas, and the wheels of trucks where dust may disperse beyond the site;
- (e) Procedures for establishing when the covering of trucks will be required;
- (f) Procedures for determining when hard surfaced areas in construction yards and active construction areas should be cleaned including, but not limited to, the requirement that such areas be cleaned whenever dust generation occurs due to traffic on these surfaces;
- (g) Procedures for responding to discharges of odour (including in the event of excavation of contaminated sites) including, but not limited to, the requirement to address discharge of objectionable odour by immediately ceasing the activity causing the discharge;
- (h) Procedures for equipment inspection (including timeframes for regular inspections), maintenance, monitoring and recording, including baghouses, pressure relief valves and high level alarms to mitigate dust emissions;
- (i) Procedures for, where practicable, limiting dust and odour nuisance and the methods for monitoring these procedures including Identification of contingency measures to address identified and verified adverse effects on sensitive receptors. Contingency measures may include options such as:
 - (i) Cleaning of air filtration intakes; or
 - (ii) Cleaning of other buildings and infrastructure;
- (j) Procedures for responding to any complaints received and the timeframes for response to complaints and reporting;
- (k) Cross references to the specific sections in the Communication and Consultation Plan which detail how the communities in the vicinity of construction works are to be communicated with on the management of the adverse effects relating to air quality.

URBAN DESIGN

33B Urban Design DWP

33B.1 The Requiring Authority shall prepare an Urban Design DWP. The objective of the Urban Design DWP is to:

- (a) Enable the integration of any above ground construction works and structures and the Station Plaza Accommodation into the surrounding landscape and design context so far as reasonably practicable having regard to the temporary nature of the Project;
- (b) Provide for the use and reinstatement of Station Plaza to the same or better standard as existed prior to the Project works being undertaken; and
- (c) Include provision for the use and reinstatement of Construction Support Areas A and C.

33B.2 The Urban Design DWP shall be implemented and complied with for the duration of the construction and operation of the Project.

33B.3 To achieve the above objective the following matters shall be addressed in the Urban Design DWP:

- (a) Design for the Station Plaza Accommodation and Construction Support Areas A and C should:
 - (i) Ensure a safe and secure pedestrian environment through the incorporation, implementation and management of best practice crime-prevention-through-environmental-design principles, systems and equipment.
 - (ii) During construction, way-finding signs should be easy to identify and understand and should indicate convenient and safe universal access pedestrian movement routes on public streets.
 - (iii) Any hoardings or fencing required during construction should be perceived as an integral design element of the Station Plaza building.

33B.4 Details of how the Station Plaza and Construction Support Areas A and C will be reinstated upon completion of the Project to:

- (a) As a minimum, the same standard that existed prior to the project works being undertaken; and
- (b) In a manner that is coherent within the wider area and/or recent public realm upgrades in the area.

33C Interim Vibration Testing

33C.1 After construction of the structural modifications to the CPO required by CRL but before the Track Form Design DWP (required by condition 33D) is finalised, the Requiring Authority shall undertake testing to determine the vibration transfer function(s) between the finished base of the tunnel (upon which the track-form will be constructed) and representative occupied spaces of the CPO building. The testing methodology and the vibration transfer function results shall be used to inform the vibration mitigation measures required for the final track-form design.

33D Track Form Design DWP

33D.1 During the design and prior to construction and installation of the track-form the Requiring Authority shall prepare a Track Form Design DWP (TFD DWP). The objective of the TFD DWP is to demonstrate how the design will achieve compliance with the operational vibration and regenerated noise standards of condition 34.

33D.2 To achieve the above objective, the TFD DWP shall set out, in detail, the final design of the specific vibration mitigation measures to be utilised to minimise operational rail noise and vibration to achieve compliance with the project standards in condition 34. In particular, the TFD DWP shall address the following matters (as a minimum):

- (a) A description of the methodology and results of the vibration transfer function testing required by condition 33C.1;
- (b) Details of the final mitigation measures and predicted resulting vibration and reradiated noise levels. The report will give consideration to different isolation systems between the rail and the CPO, taking into account of the chosen structural design of the track bed, transfer beams and rail enclosure structure;
- (c) A full description and drawings of the final design and demonstration of how compliance with the standards in condition 34 will be achieved.

OPERATIONAL CONDITIONS

34. Operational Rail Vibration

34.1 The Requiring Authority shall confirm that operational rail vibration and reradiated noise levels comply with the following Project Criteria at any Sensitive Noise and Vibration Receiver existing at the time of lodgement of the NoR:

Building Type	Vibration Criteria Velocity ² (mm/s)	Reradiated Noise Criteria (dB L _{ASmax} re: 20 µPa)
Commercial uses with primarily daytime use ¹	0.14	40
Residences and buildings	0.1	35
Auditoria/Theatres	0.1	30
TV/Recording Studios ⁰	0.05	25

Notes:

1. Such as offices and businesses (excluding activities on the Lower Basement, Basement and Ground Floor of the CPO).
2. Maximum one-second root-mean-square (RMS) value with an upper frequency limit of 80 Hz.

34.2 For any noise or vibration sensitive building types that are not provided for in the table above, the upper limit for vibration and reradiated noise shall not exceed a RMS level (1s, maximum) of 0.21 mm/s and 50 dB L_{ASmax} respectively.

34.3 When assessing operational rail vibration and reradiated noise, compliance with Conditions 34.1 and 34.2 shall be achieved for 95% of at least 20 train pass-by 'events'. The events shall be representative of the rolling stock fleet operating on the line and shall include maintenance activities unless such activities are undertaken after 6pm or before 8:30am.

34.4 When assessing operational rail vibration measurement shall be made in accordance with Section 5.2.3 of BS6472-1:2008 with respect to measurement locations.

35. Operational Noise – Mechanical Ventilation Plant

35.1 Operational noise from mechanical ventilation plant servicing the underground rail sections of the Project shall be measured and assessed in accordance with the following Project Criteria:

Location	Period	dB LAeq	dB LAFmax
Auckland Central Area	7:00am to 11:00pm	65	
	11:00pm to 7:00am	60	75

35.2 Measurements shall be undertaken in accordance with New Zealand Standard NZS 6801:2008 "Acoustics – Measurement of environmental sound" and assessed in accordance with New Zealand Standard NZS 6802:2008 "Acoustics - Environmental Noise".

36. Operational Noise and Vibration Management Plan (ONVMP)

36.1 To manage the adverse effects from the maintenance and operation of the Project, the Requiring Authority shall, prior to the operation of the Project, prepare an Operational Noise and Vibration Management Plan, (ONVMP) to the satisfaction of Auckland Council's Compliance Monitoring Manager.

The objective of the ONVMP shall be to ensure that the tracks, rolling stock and associated infrastructure (including ventilation and other mechanical plant) are maintained and operated in accordance with maintenance standards as outlined in the Requiring Authority's maintenance programme for the Project, so that operational noise and vibration levels received at noise sensitive receiver locations comply with Condition 34, and noise levels comply with Condition 35.

36.2 The ONVMP shall set out procedures for:

- (a) Determining the best practicable option to manage operational noise and vibration.
- (b) The maintenance of rolling stock to minimise noise and vibration emissions including, but not limited to, the management of wheel roughness and flats, braking systems, cooling systems, suspension systems and any other significant source associated with the operation of locomotives.
- (c) The maintenance of tracks to minimise noise and vibration emissions, including, but not limited to, the management of curve squeal, rail roughness, joint constructions and any other significant source associated with the use of the tracks.
- (d) The implementation of mitigation measures associated with the operation and maintenance of the Project, for the operational life of the Project.
- (e) The management of noise and vibration and regenerated noise resulting from maintenance of the line, including, but not limited to activities such as:
 - (i) Rail grinding and polishing
 - (ii) Use of rail maintenance trucks
 - (iii) Inspection of tracks

- (f) The management of noise from the operation of the line, including, but not limited to, the use of audible warning devices and acceleration / deceleration controls (where relevant).
- (g) The management of noise and maintenance of noise-generating equipment from stations and associated ventilation and mechanical plant infrastructure including, but not limited to, PA systems, fans and ventilation noise and audible warning devices.
- (h) The Requiring Authority shall prepare a monitoring regime to include:
 - (i) The identification of monitoring locations; and
 - (ii) An annual check of operational rail reradiated noise in relation to the Chief Post Office, in accordance with condition 34.
- (i) The results of this annual monitoring are to be provided to Auckland Council's Compliance and Monitoring Manager. In the event of non-compliance with condition 34, mitigation shall be implemented in accordance with the provisions of the ONVMP.

36.3 The ONVMP shall be adhered to at all times. It may be updated or amended at any time with the approval of Auckland Council's Compliance Monitoring Manager.

ADVICE NOTES

AN1 It is unlawful to modify or destroy a pre-1900 (or post -1900 archaeological site declared under s43 of the HNZPT Act 2014) archaeological site without the prior authority of HNZPT issued under the HNZPT Act 2014. That authority will include a comprehensive set of conditions in respect of the management, monitoring, recording, investigation, analysis and reporting of archaeological evidence that may be encountered. The HNZPTA 2014 also requires that approval is sought of persons nominated to undertake the activity under an authority. Requirements under the HNZPTA should be confirmed directly with Heritage New Zealand Regional Archaeologist (ArchaeologistMN@heritage.org.nz).

In the event of unanticipated archaeological sites or koiwi being uncovered the Requiring Authority shall cease activity in the vicinity until it has the relevant approvals, and consulted with Heritage New Zealand Pouhere Taonga and relevant iwi interests.

AN2 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 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 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 6 of this designation, they must carry out those works in accordance with the Corridor Access Request (CAR) Process (as set out in Part 4 of the National Code of Practice for Utility Operators' Access to Transport Corridors 2011) where that process applies to the works being carried out.

AN4 Subject to these conditions, 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 Project without the written approval of the Requiring Authority.

AN5 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.

AN6 Tyler and Galway Streets and Construction Support Area B are located within the footprint of CRL Designation 1 and as such are subject to condition 47 of that designation. This condition requires the development of an Urban Design Delivery Work Plan to ensure that the areas within the designation footprint used during the construction of the CRL are restored.

AN7 Condition 11.4 of the Britomart Designation requires the Station Plaza Urban Design DWP to show how the plan will integrate with adjacent construction works and interrelated activities (e.g. City Rail Link).

Appendix 1 to the Designation– Heritage buildings for building condition surveys. Refer condition 31

Condition 31 of this designation requires as part of the CEMP process the confirmation of where and when building condition surveys will be undertaken in relation to Built Heritage (including those affected as a result of excavation). In accordance with condition 31, a building condition survey shall be undertaken as a minimum for the following buildings:

Address	Property Known As
12 Queen Street	Chief Post Office or Britomart Transport Centre
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street East	Former Sofrana House
10 Customs Street East	Barrington Building
21 Queen Street	Zurich House

Appendix 2 to the Designation– showing sites for traffic monitoring. Refer Condition 24.3

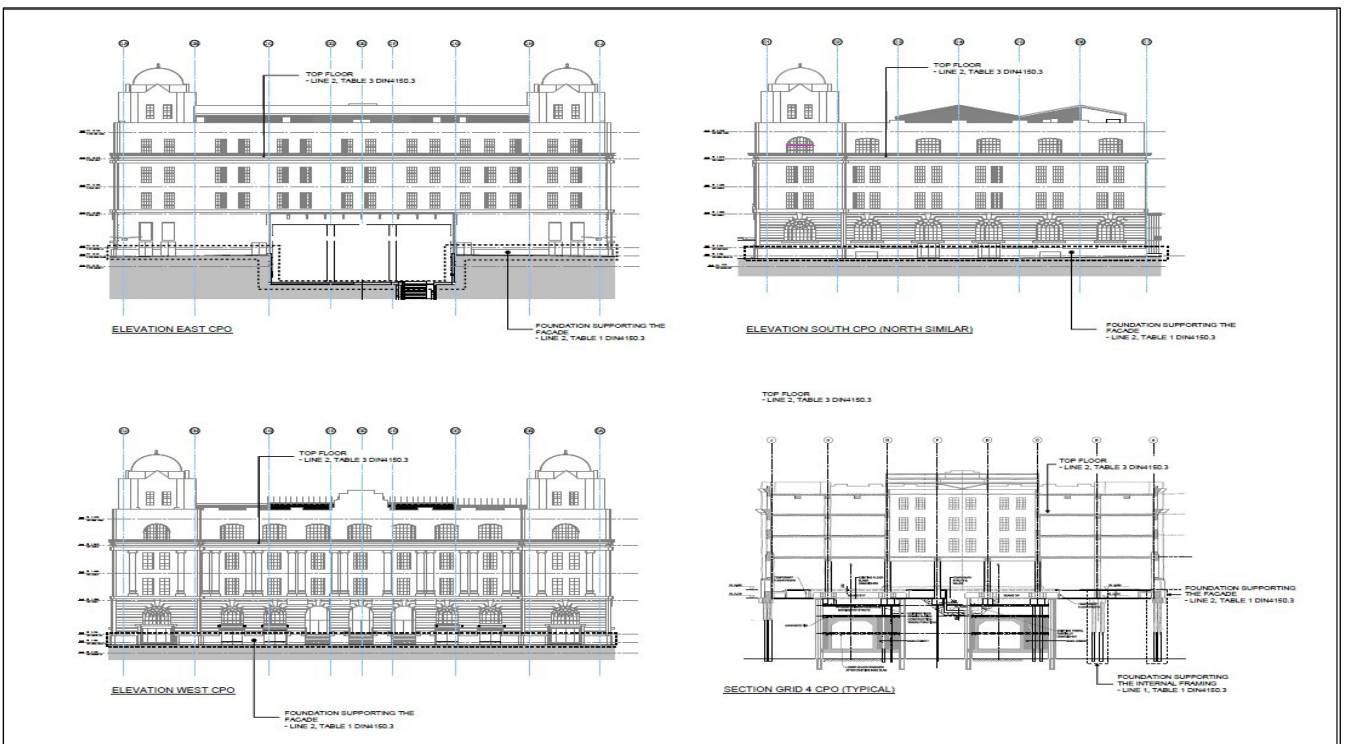
Note: This list references the figure in Appendix 2 of the Alteration to the Designation decision from Auckland Transport

Address	Property Known As
2 Queen Street	Endeans Building
8 Customs Street East	Mercure Hotel
152 Quay Street	Harbour View Building
148 Quay Street	
20 Customs Street East	Levy Building
14-18 Customs Street	
10 Customs Street East	Barrington Building
16 Customs Street East	

Location plan showing sites for traffic monitoring



Appendix 3 – Diagram of the Chief Postal Office Building indicating the foundations supporting the masonry façade and the building’s highest floor. Refer Condition 26.3



Attachments

No attachments.